

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
California	Repaving Renslar Street. The roadway is in dire need of repaving / reconstruction and is a good location to provide adequate access to Panama and the riverfront for planned development. The improvement would include sidewalks which would connect to Kellogg avenue walks and the planned Ohio River Trail.	TBD	This project would work well with any riverfront development that is anticipated currently or in the future. Compete: Fostering a climate conducive to growth, investment, stability and opportunity. Connect: Plan, design and implement a safe and sustainable transportation system.	Department of Transportation and Engineering
California	Ohio River Trail Parking / Toilet facilities / Pavilion. The City of Cincinnati Recreation Department and the community maintains a park 1-2 blocks toward the river from the planned Ohio River Trail. It seems to be a good opportunity to provide facilities not only to riders / walkers on the ORT but to the neighborhood at large. This could also relieve parking issues for CRC baseball parking demands.	TBD	Would dovetail into plans by DOTE for ORT. Compete: Fostering a climate conducive to growth, investment, stability and opportunity. Live: Develop an efficient multi-modal transportation system that supports neighborhood vitality.	Recreation
California	Riverfront Park. The community would benefit tremendously with an opportunity for public access to the Ohio River. As we look for development opportunities in the community, proximity to the Ohio Riverfront is a strong asset but currently all riverfront property is privately owned. We are currently reviewing other public improvements such as pedestrian connectivity, extension of the Ohio River Trail through the community, etc. This would provide not only residents with the amenity but also members of the general public that will be using the ORT.	TBD	This was submitted several years previous so assumed Parks was familiar. Compete: Fostering a climate conducive to growth, investment, stability and opportunity. Live: Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people.	Department of Transportation and Engineering
Camp Washington	Plant 100 new trees in public right of way.	\$ 5,000	Connect - Camp has only a 12% tree canopy. We have a new playground on Stock Street for kids under 8 years of age. There are no shade trees around the play area, making the slides unusable in the summer heat. We have requested trees thru CRC. We need new trees along public streets to support our walk-able community.	Department of Transportation and Engineering
Camp Washington	Design and install way finding signs at Hopple and Colerain	\$ 3,000	Live - street improvements and more trees will attract new homeowners to Camp. Way-finding signs at Colerain & Hopple can help direct visitors to the American Sign Museum, new art galleries, the Urban Farm, Valley Park, etc.	Department of Transportation and Engineering
Camp Washington	At its Sept. 12, 2016 regular meeting, the Camp Washington Community Council voted 10-0 TO APPROVE the following 2017 CBR: 1. Repaving of the following streets: Bader, Massachusetts (north and south), Henshaw, Township 2. Design and install way finding signs at Hopple and Colerain 3. Plant 100 new trees in public right of way.	\$ 75,000	Primary initiatives: Compete - Camp has 150 companies that need good roads and improved aesthetics (i.e., trees, new roads and curbs, etc.) to do business, expand new businesses, investors, and new customers. Connect - we have a new playground on Stock Street for kids under 8 years of age. There are no shade trees around the play area, making the slides unusable in the summer heat. We have requested trees thru CRC. We need new trees along public streets to support our walk-able community. Live - street improvements and more trees will attract new homeowners to Camp. Way-finding signs at Colerain & Hopple can help direct visitors to the American Sign Museum, new art galleries, the Urban Farm, Valley Park, etc.	Department of Transportation and Engineering
Clifton	Bench and Water Fountain Additions to common use spaces in Clifton. We expect that our community would be involved in the process of confirming the actual final location of any such improvements. The improvements suggested are listed below: 1. At the Probasco Fountain (West side of Clifton at Wolper)- add a drinking fountain and one additional seating bench 2. At the NW corner of Mcaplin & Middleton (Bird Sanctuary) - Add a drinking fountain 3. At the corner of Telford and Ludlow - Add a drinking fountain and two additional seating benches. Also replace the one damaged bench. 4. At the Diggs Fountain (SE corner of Ludlow and Clifton) - add a seating bench in the empty space near fountain 5. At the NW corner of Brookline and Ludlow/Jefferson - add a seating bench	\$ 25,000	Additional improvements of the same kind may be suggested during follow up discussion of this proposal. Estimate costs: =25,000 Bench (each)- 500 x up to 10 Water Fountain and related installation (each)- 5000 x up to 4	Department of Transportation and Engineering

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Clifton	Repaving, Sidewalk, and Storm Sewer Improvement of Juergens Avenue. Recent requests (2014 to the present) from residents of Juergens Avenue in Clifton have been to the open drainage system replace with conventional storm sewer. The addition of curbs and the replacement and addition of Sidewalks such that the condition of Juergens Avenue would look practically similar to that of the adjoining street Greendale. The section of Juergens starts at approximately #15 Juergens and extends to #108 Juergens in the 45220 zip code. This is between Green Hills Ave and Vine St. We understand this project would require coordination of the sewer department and the city to work to upgrade the general infrastructure of this street. We feel this is an appropriate way to help improve the quality of life in the part of our neighborhood. The properties on this street would have a beneficial improvement in valuation by improving the appearance and function of the street, sidewalks, and drainage system. The owners here pay similar tax rates as those who have such improvements. The city would benefit as well from increased revenue assuming valuations were to increase with these improvements.	\$ 435,000	Clifton Town Meeting's Transportation and Safety Committee has previously reached out to the city about the condition and request of residents for improvement of this street. At that time we were informed that temporary measures would be taken with the street condition and draining concerns and that future consideration may be given to such improvements. The city agreed to add the street to the pothole and patching priority list. MSD made some improvements to the open style drainage ditches along the street sides. Residents were appreciative of the temporary measures but continue to request that more permanent improvement be made. Please consider this as the time to reconsider. Estimate based on 1300 feet of road: 435,000 Street repaving - 90,000 New sidewalks 3' wide each side - 45,000 New Driveway Aprons (approx. 40) - 80,000 Sewer Improvements - 120,000 Other costs unforeseen - 100,000	Department of Transportation and Engineering
Clifton	The Lighted Crosswalks of Ludlow. Continuing on with the "theme" that the sidewalks of Ludlow already have permanent works of art (the historic bronze plaques) installed throughout the business district, this project attempts to add to that concept of "art in the streets". Many major cities in several countries have illuminated crosswalks that consist of new technologies where the lighting are in embedded in the street itself. By using this new technology in a creative and artistic way Ludlow would become both more dynamic and safer walk able neighborhood. We propose three locations for these "lighted" crosswalks. 1) Clifton and Ludlow 2) Ludlow and Telford 3) Ludlow and Middleton These locations would visually define and accentuate the business district in an engaging and unique way. This type of enhancement would help set Clifton apart and further identify it as one of the most walk able communities in the city. The design concept and details would need to be developed with the community, but some ideas of what inspired this proposal are: A foot activated cross walk in Seattle Washington>> <a href="http://www.streetfilms.org/seattle-crosswalk-tap-foot-lights-blink-cross-street/">http://www.streetfilms.org/seattle-crosswalk-tap-foot-lights-blink-cross-street/</a> ; Dancing Cross Walk Signage>> <a href="http://www.techtimes.com/articles/16621/20140927/dancing-crosswalk-light-makes-waiting-interesting-pedestrians.htm">http://www.techtimes.com/articles/16621/20140927/dancing-crosswalk-light-makes-waiting-interesting-pedestrians.htm</a> ; Cross Walks Incorporating Art Work >> ; <a href="http://viralityfacts.com/places/17-creatively-unique-pedestrian-crossings-around-the-world/">http://viralityfacts.com/places/17-creatively-unique-pedestrian-crossings-around-the-world/</a> . By combining embedded LED lighting with a unique cross walk art pattern one can use the lighting to both alert motorists and enhance/accent the art work at the same time. This creates a unique and pleasing visual experience for all. The cost for such a project can vary greatly depending in the exact type, amount and nature of the installation. These installations should last for many years(>10), therefore we expect the quality of materials and installation to be very good. For example if applique artwork is chosen it would need to be refreshed as it wears or perhaps a more permanent material such as pavers can be used to create the same or similar effect.	\$ 126,000	This project fits well with goals and strategies mentioned in Plan Cincinnati about improving the safety and walkability of our city. It also creates a unique feature that adds to the visual and creative nature of our city. As such we feel this is a worthy project to pursue and constant with exiting objectives. Estimate per cross walk: 42,000 (total for 3 126,000) Artistic element and paving integration: 7,000 Lighting element: 15,000 Installation and Integration into the pavement: 20,000	Department of Transportation and Engineering

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College Hill	Five years ago, a group of neighbors of Pleasant Hill Academy (PHA) in College Hill went to the College Hill Forum to find ways to create a community green space in partnership with Cincinnati Public Schools on the 18 1/2 acres PHA school grounds/College Hill branch public library. We worked with CPS to sign a Joint Use Agreement for the grounds. Then we sought support from many local organizations and received a grant to create a walking path, school and community garden and a prairie. At the same time, the College Hill Historical Society worked with the Ohio Historical Association to place a state historical marker on the site to honor John T. Crawford who donated this land to the African-American community 140 years ago. We now have a beautiful "John T. Crawford Commons" which is used by children as a way to walk or bike to school, by the community for recreation, education, public events and also as an important walkway to access the library, the school, the commons and to get to the College Hill business district. We have been encouraging walking and biking to Pleasant Hill Academy this year as it has been chosen to be an Environmental Science School under the CPS Vision 2020 plan. We have also worked with We Thrive to fund our walking path around the prairie and posted signage on the grounds to encourage people to do shorter and longer walks that include using the walkway to Devonwood. Last spring, a neighbor next to the pathway came to the College Hill Forum to ask for it to be closed. The pathway has deteriorated in the last years. The retaining wall is collapsing, the fence in disrepair and the surface is so uneven due to age that it is difficult for strollers or people in electric wheelchairs to use it. I have met with the accessibility committee on this issue and worked with the Department of Transportation to research who is responsible for the 155 ft. walkway and we believe that it is the city's responsibility. The College Hill Forum Committee on Crawford Commons is requesting that the retaining wall be rebuilt, that a fence to provide privacy to the neighbors that border on the walkway be constructed and that the walkway itself be leveled and resurfaced.	TBD	College Hill is committed to using Form-Based Codes in our community planning and we are committed to creating a vibrant, walkable neighborhood where more people take public transportation. This is consistent with the city's work to make the whole city a more walkable, accessible network of communities supported by a vibrant downtown. The section of College Hill where PHA is located, was constructed after World War II as a suburb with suburban values. There is no through street to North Bend Road and without the walkway, it would mean that people would drive to go to the library, school and business district. As our neighborhood school attracts more residence from the neighborhood surrounding the school, this walkway becomes a very important access point for many middle-class families so that their children can walk and bike to school. For these families, the walkway as the extension of Devonwood is an important access point to encourage people to walk as a vital means of transportation in our neighborhood.	Department of Transportation and Engineering
Columbia Tusculum	The community is requesting new outdoor benches (6), corner trash bins (6), corner recycle bins (2), and planters (20). Benches: The community has existing metal benches near the streetscape of 2007. We are looking to replace the 6 wood/concrete advertising benches with matching metal benches at a cost of \$6,000 total within the business district and surrounding area along eastern ave and columbia parkway. Corner Trash Bins: The community has a disproportionately low number of trash bins for the area. The growing number of business is creating the need for more trash bins in the area within the business district along eastern ave and columbia parkway at a cost of \$5,400. The bins will be serviced by public services. Corner Recycle Bins: The community is being revitalized and focused on becoming more earth friendly. Recycle bins are vital to this initiative and the green-buildings and businesses it serves. The bins would be within the central business district and serviced by public services. Planters: The community beautification team spends \$4,000 each year to partner with the city to plant 20 planters within the community. These planters were from the choir games in 2012 and becoming aged and in bad condition. We would like to replace these 20 planters with new metal planters in the theme of the outdoor fixtures in the community for a total cost of \$12,200.	\$ 24,000	Neighborhood beautification and consistency is the theme of the recent investment made in the community. We are investing \$30k in branding and signage via NBDIP which coincides with this request. As the neighborhood develops and becomes more popular we need the investment from the city to continue the momentum. We have a focus on all all demographics which is why we want to replace benches at bus stops vs. having the city remove them as they are out of compliance. We want to continue to develop the beauty of the neighborhood and preserve the historic nature of the area with these investments.	Department of Transportation and Engineering
Columbia Tusculum	Several streets in Columbia Tusculum are deemed to be below poor condition and in need of resurfacing. We request a full reconditioning of surface, curbs, and crosswalk of the streets below. With design considerations for traffic calming measures (e.g. speed humps) and historic nature of the city's oldest neighborhood. The Dept of Transportation and Engineering agree with the listing of streets below: Morris Pl. from Stanley Ave. to Donham Ave.: Special consideration requested for brick pavement Donham St. from Eastern Ave. to Morris Pl. Empress Ave. from Lawler Ave. to the North Terminus Golden Ave. from Delta Ave. to the West Terminus Lawler St. from Delta Ave. to Empress Ave. Missouri Ave. from Newell Pl. to Hoge St. Vineyard Pl. from Stanley Ave. to Tusculum Ave. Widman Pl. from Delta Ave. to Hoge St.	\$ 500,000	Pedestrian safety is paramount in the community which starts with road conditions. Poor road conditions lead to driving accidents, which could lead to pedestrian injury. Also, the community has a disproportionate number of streets sub-fair condition. Roads in good condition leads to more engaged neighborhoods and better sense of community, which the Columbia Tusculum strives to achieve.	Department of Transportation and Engineering
Columbia Tusculum	Use current property managed by recreation department in Columbia Tusculum to create a dog park modeled after Washington Park. This park will allow for an additional year-round use for the recreation land on the river in Columbia Tusculum. After speaking with Recreation Dept, they have agreed for many years the area has been a perfect candidate for a dog park.	\$ 100,000	The community has plans to be more pedestrian friendly and fitness centric. A dog park will allow for community members to gather outdoors with their dogs to socialize and exercise.	Recreation

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Corryville	Better traffic and pedestrian safety control along Eden Ave between Wm H Taft and University, especially at dangerous intersections of Eden with E Daniels and Oak. At the May 10, 2016 CCC meeting Corryville Rec Center staff asked if the CCC could help to get a crosswalk at the hazardous intersections of Eden with E Daniels and Oak, noting there had been several near misses of kids crossing there to come to the Rec Center. The CCC said they previously requested traffic control in that area, but to little avail, and would check the record*. A 2700 block Eden resident also asked if the CCC could help to get a review of the parking signage on the NE side of the 2700 block of Eden near the intersection with Oak, and along both sides of the 2800 block of Eden*. Additionally a 2600 block Eden landlord complained about the speed of traffic on Eden between Wm H Taft and University. At the August 9, 2016 CCC meeting a review of the CCC's previous request in 2011 and the Dept of Trans & Eng's follow-up was given. Members agreed the remedies previously taken were not sufficient to ensure traffic and pedestrian safety, and in addition to expanding the area to include Eden between Wm H Taft and University, the CCC should resume requesting better traffic and safety control as a community priority. Many pedestrians cross Eden in the E Daniels and Oak area. It is a convenient pathway though the center of the neighborhood and to the Corryville Rec Center. We expect that to be even more the case when our planned Rec Center Playground revitalization is complete. Those intersections can also be problematic for vehicular traffic. When pulling out onto Eden from either E Daniels or Oak, one is essentially blind to oncoming traffic that is often in excess of the speed limit.	\$ 10,000	Consistency of CBR Proposal with Plan Cincinnati: Connect Goal 1: Develop an efficient multi-modal transportation system that supports neighborhood livability. Strategy: Expand options for non-auto traveler. Principles: The pedestrian environment should be safe. Sidewalks, pathways, and crossings should be designed and built free of hazards and to minimize conflicts with external factors such as noise, vehicular traffic, and protruding architectural elements. The pedestrian network should connect to places people want to go. It should provide continuous direct routes and convenient connections between destinations including homes, schools, shopping areas, public services, recreational opportunities, and transit. The pedestrian environment should be easy to use. Sidewalks, pathways, and crossings should be designed so people can easily find a direct route to a destination and delays are minimized. Live Goal 2: Create a more livable community Strategy: Become more walkable Create new pedestrian crossings at suitable intersections and mid-street crossings and educate motorists and pedestrians about crosswalk safety. * Additional background has been sent to City Planning.	Department of Transportation and Engineering
Corryville	"To fund improvements to the Corryville Recreation Center's parking lot: specifically removing the current dumpster surround and rebuilding one in an appropriate location, and re-surfacing/re-striping the parking lot".	\$ 40,000	This CBR request is being made in coordination with recent progress in moving forward with the multi-phased revitalization of the Corryville Recreation Center's greenspace/playground, a project that has consistently ranked as the CCC's number one priority since 2011, when a CCC Playground account was established. The goal is to create a family-friendly neighborhood gathering spot that will encourage all residents to use the area for positive interactions, and as the civic center of the neighborhood, have the ability to change the entire perception of Corryville as a desirable and safe place to live. Chair of the CCC Playground Committee, has discussed the initial plans with Rec Commission Director of Recreation. Uptown Rental Properties will coordinate the implementation phase along with the CCC. Consistency of CBR Proposal with Plan Cincinnati: Live Goal 1: Build a robust public life. A. Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people. B. Create a welcoming civic atmosphere.	Recreation

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CUF	Reconstruct the Hillside Steps in the Warner Street right-of-way, between Fairview Park Drive and Fairview Avenue. Project Justification: Currently the upper section of the Warner Street Steps above Fairview Park Drive are closed, and mostly either removed or in poor (semi-demolished) condition. The closure of these steps has prevented pedestrian access to, and through, Fairview Park for residents living on top of the hill and at the bottom of the hill (West McMicken Street). Additionally, the upper section of the Steps has been used as a dump, for mostly yard waste. The CUF Neighborhood includes many residents who live on McMicken Avenue who work or study at the University of Cincinnati. It is possible and fairly direct walk up West McMillan, but it is certainly not a pleasant walk, as McMillan is a major arterial street. While the Warner Street Steps have been rebuilt from McMicken to Fairview park Drive, the extended trip to UC or the Clifton Heights Business District is much more circuitous. Alternately, CUF residents living in the Fairview section of the Neighborhood, many living within several hundred feet of the Park's edge, must walk down Warner to Ravine Street to access (and in reverse egress) the Park. To do loop circuit walks through the Park involves a crossing (one way or the other) of West McMillan Street at Fairview park Drive (See our other CBR 2018-2019 application). As amenities are being stripped from Fairview Park (in the last few years we have lost our swimming pool and recently, the baseball fields have been removed) most of what's left, at least for adults, is the ability to take a nice walk through the Park. However, due to the inconvenience, distance and (in the case of the W. McMillan crossing) danger of pedestrian connections, Fairview Park is woefully under-utilized by the residents of CUF. Most of the Park users are arriving in vehicles (against all of the CUF Neighborhood's Plan Goals), and many of them are attending open-air drug markets, free from the scrutiny of the many potential "eyes on the street" that are NOT encouraged by the City's infrastructure to visit the Park.	\$ 500,000	Plan Cincinnati, 2012 Connect Goal 1: Develop an efficient multi-modal transportation system that supports neighborhood livability. 1. Expand Options for non-automotive travel. Expand connectivity and facilities for pedestrians, bicyclists and transit users Mid-range (4-7 years): Infill gaps in sidewalks (steps, which serve the same purpose) with missing segments of sidewalk (steps) and add sidewalks (steps) where possible to promote better walkability. 2. Plan, design and implement a safe and sustainable transportation system. Preserve and maintain the transportation network and associated rights-of-way. Provide for the safety of the infrastructure for the public. Live Goal 2: Create a more livable community. 1. Become more walkable. Increase mixed-use compact walkable development throughout the basin and uptown, surrounding our centers of activity, and along transit corridors. Short-range (1-3 years): Continue to maintain the City Hillside Step Information System to maintain an inventory of each set of steps and track inspection and repair information. Whenever possible retain ownership of steps. Sustain Goal 1: Become a healthier Cincinnati. 1. Decrease mortality and chronic and acute diseases. Get people moving. Short-range (1-3 years): Identify locations where residential neighborhoods are not linked with adequate sidewalk (steps, which serve the same purpose) and bike lane connections. Long-range (8-10 years): Connect centers of activity using greenspace, bikeways, and safe walking paths to link to residential areas. Clifton Heights, University Heights, Fairview Community Plan, 1986 Transportation Goal 4: Non-automobile transportation forms should be encouraged. 1. 4.3: Pedestrian movement should be given a high priority as a means of transportation. 4.3.1: The City should restore, light, and subsequently maintain steps and pathways to ensure pedestrian mobility within the neighborhood and between the neighborhood and downtown. 2.	Department of Transportation and Engineering
CUF	West McMillan Sidewalk, CUF (Fairview): Construction of a new sidewalk, with some retaining walls, on the south side of West McMillan Street between Fairview Avenue (on the east), and Fairview Park Drive (on the west). Project Justification: Currently, West McMillan Street has a continuous sidewalk on the north side (only), between the Ravine/Fairview intersection and the McMicken intersection. Pedestrian access to Fairview Park involves crossing McMillan at Fairview Park Drive. Visibility is poor due to the curves above and below the intersection. The significance of the curves and poor visibility has been previously acknowledged and addressed by the City. "Skid-resistant pavement has been installed in this section of West McMillan. While this may prevent vehicles from skidding and losing control, it does not necessarily slow vehicles down, which exacerbates the visibility and safety problems for pedestrians. "Fairview Park Drive is One-Way, from West McMillan to Ravine, recognizing that visibility for vehicles exiting Fairview Park Drive to West McMillan is limited and would create a dangerous situation. While crossing West McMillan from north-to-south is dangerous for pedestrians, crossing from south-to-north is very dangerous. "A Left Turn lane has been installed on West McMillan for westbound traffic to enter at Fairview Park Drive, recognizing that vehicles stopped to make left turns could create a hazard for other westbound traffic. A sidewalk on the south side of West McMillan from Fairview Park Drive to Fairview Avenue on the south side of West McMillan would provide safe pedestrian access and egress for CUF residents to Fairview Park. As it is, Fairview Park can only be easily accessed by pedestrians from the Warner Street Steps (from West McMicken only), and the entrance (vehicular exit) at Ravine Street. Walking circuits, or loops, through the Park is difficult, and not common, due to the necessity and difficulty of crossing West McMillan at Fairview Park Drive. As amenities are being stripped from Fairview Park (in the last few years we have lost our swimming pool and recently, the baseball fields have been removed) most of what's left, at least for adults, is the ability to take a nice walk through the Park. However, due to the inconvenience, distance and (in the case of the W. McMillan crossing) danger of pedestrian connections, Fairview Park is woefully under-utilized by the residents of CUF. Most of the Park users are arriving in vehicles (against all of the CUF Neighborhood's Plan Goals), and many of them are attending open-air drug markets, free from the scrutiny of the many potential "eyes on the street" that are NOT encourage by the City's infrastructure to visit the Park.	\$ 480,000	Plan Cincinnati, 2012 Connect Goal 1: Develop an efficient multi-modal transportation system that supports neighborhood livability. 1. Expand Options for non-automotive travel. Expand connectivity and facilities for pedestrians, bicyclists and transit users ; Mid-range (4-7 years): Infill gaps in sidewalks with missing segments of sidewalk and add sidewalks where possible to promote better walkability. 2. Plan, design and implement a safe and sustainable transportation system. Preserve and maintain the transportation network and associated rights-of-way. Provide for the safety of the infrastructure for the public. Live Goal 2: Create a more livable community. 1. Become more walkable. Sustain Goal 1: Become a healthier Cincinnati. 1. Decrease mortality and chronic and acute diseases. Get people moving ; Short-range (1-3 years): Identify locations where residential neighborhoods are not linked with adequate sidewalk and bike lane connections. Clifton Heights, University Heights, Fairview Community Plan, 1986 Transportation Goal 4: Non-automobile transportation forms should be encouraged. 1. 4.3: Pedestrian movement should be given a high priority as a means of transportation. 2. 4.3.2: The City Traffic Engineering Division should take every possible step in working towards minimizing vehicular/pedestrian conflict.	Department of Transportation and Engineering

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Downtown	Path to the Taft (PTTT) is property owned by Cincinnati. It consists of paved sidewalks alongside a hilly area that was formerly a part of the overpass approach to the C&O bridge now known as the Purple People Bridge. PTTT runs from Pete Rose Way on the south to the east Third street to the north. It serves as a shortcut and a primary point welcoming for pedestrians and bicyclists from the Purple People Bridge. The same from the north to the bridge. It is a primary walkway between Lytle Park and the Taft Museum. For 10 years the DRC has participated in cleanup and landscaping activities along PTTT. We are requesting improved landscaping, lighting and wayfinding signage.	\$ 25,000	The project was approved in 2013, and assigned to DOTE and a \$20,000 budget was approved. DRC has participated in cleanup and landscaping efforts in the area for many years. Improved lighting will improve the safety of the PTTT, decrease crime.	Department of Transportation and Engineering
Downtown	For the past 13 years, the DRC has planned and decorated Piatt Park for the Winter Holiday Season. Our members volunteer to put up and take down candy cane ribbon the light poles, and large lighted wreaths atop the 4 park arches. Decorating takes part in November and take down in early January. We do this at no cost to the city, and actually pay the Park Board for our efforts. The result should be an impressive lighted park. Unfortunately, each year, the electrical system in the park has deteriorated to the point that most ground level outlets no longer work, while others are knocked out by moisture any time it rains or snows. In addition, some of the archway white lights are falling and the bulbs frequently burn out. Electrical system repair and refurbishing will serve downtown well.	TBD	DRC's request for Piatt Park approved in 2014, but was never included in the Cincinnati Park's budget. Cincinnati Parks committed to include the electrical work for Piatt Park in their budget. With the opening of the streetcar complete, increasing numbers of people pass by and through the park. Increasing the attractiveness and safety of the park is important. The park is also two blocks from the Convention Center and OTR. We want to show off in its best light at all times.	Parks
Downtown	Place 4 garbage receptacles on both the north and south sides of Pete Rose Way between Eggleston Ave and Adams Crossing. The receptacles should be similar to the ones along Pete Rose Way further to the West. Currently there is only 1 garbage receptacle in this area, and it is located on the south side of Pete Rose Way. In this area, Pete Rose Way abuts Sawyer Point Park. In the summer and fall, there are numerous well attended events here. Great American Ball Park is just down the street. In addition, to pay parking lots in the area there is free parking on the south side of Pete Rose Way.	\$ 10,000	The addition of trash receptacles would reduce the need to throw litter on the sidewalks and gutters along Pete Rose Way, resulting in cleaner and more welcoming environment. Maintenance costs would also reduce costs related to cleanup.	Public Services
East End	Project #1: The East End Area Council would like to acquire the city-owned maintenance building at 3401 Riverside Drive. This 1935 Fire House is one of the historic landmarks in the East End that could find new life and be a focal point for an area that has been overlooked in the revitalization of the Eastern Riverfront. EEAC and City Planning are finishing up a two and a half year effort to create the East End Garden District Plan this year. This almost fifty acre site could become one of the most desirable, affordable, and eco-friendly housing sites, surrounded by recreation areas.	\$ 35,000	This project fits the Eastern Riverfront Plan of 1992.	Economic and Community Development
East End	The East End Area Council requests a full traffic/parking study and implementation for the East End Garden District Plan.	\$ 100,000	The East End Garden District Plan cannot be accepted until there is a traffic study. This request is compatible with the East End Plan from 1992.	Department of Transportation and Engineering
East Price Hill	Rehab and pave Price Avenue from Wells Street to Matson Place. Coordinate this project with the scheduled streetscaping of Price Avenue per the Price Hill Plan.	TBD	Compete: Not until all of Cincinnati is safe and fun can we honestly present that image. The Incline District is the point of the spear for that effort in Price Hill, and Price Avenue is ground zero. Connect: People are visiting the Incline District who have never ventured into Price Hill before. It is imperative that we leave them with a sense that this is as much a part of a vibrant, evolving Cincinnati as any other. Live: Young creative people are already moving here. We need to do everything we can to sustain the momentum. Sustain: Nothing has done more for awareness of the environment than seeing our planet from space. We have some of the best views of the city, with potential for the same effect. Collaborate: All three Price Hill neighborhoods benefit from this development, and all fifty-two Cincinnati communities have things to offer each other.	Department of Transportation and Engineering

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East Price Hill	Rehab and pave West 8th Street from Grand Avenue to Matson Place. Coordinate this project with the scheduled rehab/paving of of Price Avenue per the Price Hill Plan. Please be sure to mark pedestrian crosswalks at every intersection adjacent to the Incline Theater block delineated by Matson Place, Price Avenue, Mt. Hope Avenue, and West 8th Street.	TBD	Compete: Not until all of Cincinnati is safe and fun can we honestly present that image. The Incline District is the point of the spear for that effort in Price Hill. Connect: People are visiting the Incline District who have never ventured into Price Hill before. It is imperative that we leave them with a sense that this is as much a part of a vibrant, evolving Cincinnati as any other. Live: Young creative people are already moving here. We need to do everything we can to sustain the momentum. Sustain: Nothing has done more for awareness of the environment than seeing our planet from space. We have some of the best views of the city, with potential for the same effect. Collaborate: All three Price Hill neighborhoods benefit from this development, and all fifty-two Cincinnati communities have things to offer each other.	Department of Transportation and Engineering
East Price Hill	Rehab and pave Lehman Avenue from Grand to its western terminus at West Liberty Street.	TBD	Compete: The East Price Hill community is more than business and entertainment districts. For our community to represent Cincinnati well, we must attract more model citizens as residents. Connect: We need an infrastructure that advances our goal of turning visitors into residents. Live: Young creative people are already moving here. We need to do everything we can to sustain the momentum. Sustain: Price Hill is one of the "greenest" neighborhoods in the city. Collaborate: All three Price Hill neighborhoods benefit from EPH development, and all fifty-two Cincinnati communities have things to offer each other.	Department of Transportation and Engineering
Evanston	The Evanston Community Council is requesting support from the Cincinnati Recreation Commission for the Wayne Lurix Nature Playscape at the Evanston Recreation Center. The Nature Playscape is designed with natural elements and will utilize as few man made components as possible. The project is designed to return children to a healthy, outdoor lifestyle by engaging the entire neighborhood in active living, neighborhood safety and community beautification. Connecting children with opportunities for outdoor play is crucial in a time where electronics, increasing urbanization and parental fear have resulted in children spending several hours a week plugged into electronic media. The Nature Playscape will provide children with opportunities for both structured and unstructured play, with the opportunity for them to use their imagination. The Playscape will connect children and adults in the community to education about nature and the natural assets in the Evanston community. This project is a collaborative project led by the Evanston Community Council, the Cincinnati Recreation Department and Leave No Child Inside. The Cincinnati Recreation Commission has presented preliminary designs for the Nature Playscape.	TBD	The Wayne Nature Playscape project coincides with Evanston's Ten Year Plan as apart of Community Safety as well as Recreation and Sports programs. As a result of this project there will be an increase in overall attendance at the Evanston Recreation Center and should promote a reduction in crime as a result of Crime Prevention through Environmental Design (CEPTED). The Wayne Nature Playscape project is consistent with Plan Cincinnati's "Sustain" Initiative area, to become a healthier Cincinnati. Providing avenues for physical recreation will promote an increase in health overall in the community.	Recreation
Evanston	The Evanston Community Council requests that specific important streets in Evanston are targeted for the Street Rehab Program. The Street Rehab Program will ensure that the main streets in the Evanston Community are rehabbed and suitable for safe travel throughout the Evanston Community. The top 10 priority streets are: 1. Fairfax Ave. from Woodburn Ave. to Pogue Ave. 2. Clarewood Ave. from Woodburn Ave. to Greenlawn Ave. 3. Grantwood Ave. from Woodburn Ave. to Greenlawn Ave. 4. Woodburn Ave. from the Five Points Intersection to Jonathan Ave. 5. Wold Ave. from Dexter. To Hewitt Ave. 6. Potter Pl. from Woodburn Ave. to Idelwild Ave. 7. Greelawn from Duaner to Johnathan 8. Kinney from Hackberry to Evanston Ave. 9. Hackberry from Dexter to Hewitt Ave. 10. Fairfield from Holloway to Hewitt	TBD	The Street Rehab project relates to Evanston's existing Ten Year Plan as a apart of Evanston Beautification program. Specifically having our streets and main corridors maintained and of trash and blight. The Street Rehab project is consistent with Plan Cincinnati's "Sustain" Initiative Area, preserve our national and built environment. Paving dilapidated streets will enhance the street appeal, safety and sustain the overall area.	Department of Transportation and Engineering
Evanston	The Evanston Community Council will design and install two new gateway signs at key entryways into the Evanston community. The installation of two additional signs will complement the existing sign located at the intersection of Dana Avenue and Montgomery Road. The first sign will be installed at the intersection of Duck Creek and Dana Avenue, across from the I-71 South entrance ramp. The intersection is a heavily traveled intersection on one of the main thoroughfares of the Evanston Community. The thoroughfare is traveled by residents, I-71 commuters, parents and students of Walnut Hills High School and other schools in the neighborhood. An additional sign will be installed at the intersection of Gilbert Avenue and Victory Parkway. This intersection is a main thoroughfare and entrance into the community from Walnut Hills. The design of the signs will mirror and compliment the existing gateway sign at Dana and Montgomery.	TBD	The Gateway signage project relates to Evanston's existing Ten Year plan as apart of the Evanston existing Beautification program, specifically beautifying our gateways with signage and landscape .The Gateway Signage Project is consistent with Plan Cincinnati's "Live" Initiative Area, to create a more livable community. Signage would offer pedestrians and commuters visible directions and provide a landmark for making these destinations more accessible.	Department of Transportation and Engineering

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Hartwell	Repair and enhance CRC playground in Hartwell to foster and encourage neighborhood interaction among families within the community. Neighborhood residents affectionately nicknamed the park, "Turtle Park". Several months ago, the concrete turtle head broke off and has been kept at the City's Recreation Department until it could be repaired. We request that this repair be completed. To encourage more families to enjoy this public green space, we request planting a couple of young trees which might grow to provide shade and beauty to this park. Currently there are two park benches at the far end of the park area. We request an additional two benches be secured closer to the swings so that parents can keep a watchful eye on their children. In order to encourage more families to enjoy the park, we request a new Spinami for this playground. We also request the pouring of a concrete slab and stencil painting for hopscotch and foursquare games.	TBD	This CRC park has been in our neighborhood for many years. Young children enjoy swinging and playing on a playground set with a slide and a few other climbing/discovery activities built into the set. A landmark in the park is a concrete turtle upon which kids can climb. We believe these enhancements and additions will create a healthy and family-oriented park to expand and nurture relationships among our community. Our goal is to provide space for younger children to play without making this a public space for loitering or older teenagers or young adults to gather for events not conducive to neighborhood improvement activities. We want our "Turtle Park" to become a safe neighborhood green space for more and more families to enjoy. These types of green spaces are such a gift to our Cincinnati neighborhoods and Hartwell is proud to have one in our little community. Older residents recall some wonderful childhood memories of playing in this park. These improvements we are requesting would help Hartwell's Turtle Park continue to make enjoyable memories for many years to come.	Recreation
Hartwell	Street Repaving of the following streets in the Hartwell community: 1. Anthony Wayne Ave. from Vine St. to the Corporation Line 2. Burns Ave. from Galbraith Rd. to Burns Ct. 3. Hartwell Ct. from Vine St. to the East Terminus 4. Hunsford St. from Curzon Ave. to the West Terminus 5. Mace Ave. from Sheehan Ave. to the South Terminus 6. Monon Ave. from Wildwood Ave. to Parkway Ave. 7. Oxley St. from Anthony Wayne Ave. to Dixie Lane 8. Wildwood Ave. from Woodbine Ave. to Monon Ave.	TBD	Improving these streets will affirm a sense of pride in our residents and will provide a more inviting neighborhood to guests who enjoy visiting our community. These streets are in fair to poor condition now and if they can be repaved soon, that will lower the repair costs which will be required when they deteriorate further. A growing number of residents take daily efforts to improve our neighborhood in small ways like picking up trash, reporting abandoned property, unsightly weeds, graffiti, etc. Having well maintained neighborhood streets will help us in our efforts to promote a sense of community and encourage neighbors to join in various endeavors to keep Hartwell a beautiful, safe and welcoming Northern Gateway into the City of Cincinnati.	Department of Transportation and Engineering
Hartwell	Stormwater Drainage and Curbs for these two heavily travelled streets in Hartwell: (1.) Parkway Ave. between the Circle and Monon and between Monon and Vine (2.) Wildwood Ave. (Coordination with Street Repaving Project)	TBD	We are requesting repaving in another FY 2018-19 CBR of some Hartwell streets including Wildwood, so adding much needed curbs and storm water drainage at this time would be more economical than doing the projects separately. There are presently 37 homes on Parkway and 4 churches. There are 25 homes on Wildwood. Parkway Avenue defines "The Circle" which is considered the heart of our small neighborhood. It is a place where neighbors walk pets and where we have community gatherings and events. The absence of curbs and storm water drains is noticeably apparent and suggests a lack of neighborhood concern and development. Curbs and storm water drainage would improve this area substantially and would provide additional safety measures. Wildwood Ave. is heavily travelled and the curbs would again add safety measures as a number of families with children live along this street. In addition to our primary thoroughfares of Vine, Galbraith and Anthony Wayne, Parkway and Wildwood Avenues are two of the most heavily travelled streets in the Hartwell community. People "meet" at the Parkway Circle for community picnics, concerts and in other ways to nurture neighborhood relationships. Two of our churches in the Parkway Circle are struggling financially. Enhancing this part of our community with curbs and appropriate drainage will invite and attract more people who will be able to trust that there is a sense of pride and well-being for this community.	MSD



NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Hyde Park	Fund an additional speed wagon for District 2, to be designated for use in Hyde Park. Walkability has been a hallmark of Hyde Park since the early years of the community's development. With its wide sidewalks, safe and clean streets, useful and attractive destinations within walking distance of many residences (the library, banks, medical offices, schools, businesses and shops, the park in the Square, and - of course - Graeter's) Hyde Park models the complete streets that other communities strive to achieve. There is a high level of pedestrian activity both day and night, particularly in the area around Hyde Park Square, where the businesses rely on walk-in traffic, and near the elementary schools. Because pedestrian safety is of utmost concern, a committee of residents and trustees of the Hyde Park Neighborhood Council have been working with both District 2 police officers and the City's Department of Transportation and Engineering to identify problem areas and seek improvements to pedestrian safety. Particular focus has been on the Hyde Park Square area (which recently had a pedestrian fatality), the streets around Hyde Park School, and the intersection of Observatory and Michigan. Drivers who speed through the neighborhood have been identified as the primary danger to pedestrians, and there have been many near-misses, but District 2 does not have the resources to assign officers to run radar checks and issue citations on a regular basis to reduce the speeding. The use of a speedwagon has proven successful to remind drivers of the speed limits and "train" them to slow down. However, District 2 has only one speedwagon to use in all the neighborhoods it serves. Hyde Park requests that the City obtains a second speedwagon for District 2 and designates it for use in both the residential and business areas of Hyde Park where speeding occurs on a daily basis. The speedwagon would be under the control of District 2, placed on various Hyde Park Streets at their discretion, following best practices to control speeding. The cost would depend on whether the City has a speedwagon available for this purpose, or if a new one must be purchased.	TBD	The speedwagon would be under the control of District 2, placed on various Hyde Park Streets at their discretion. All existing and in-development plans for Hyde Park emphasize the role of walkability in the character and appeal of the community and the need for improved pedestrian safety. The Transportation section of the 1983 Hyde Park Plan states: "The mission is to improve the safe and efficient vehicular and pedestrian circulation throughout Hyde Park by controlling traffic speeds to appropriate levels." The Hyde Park Square Neighborhood Business District plan advocates "controlling the negative aspects of speed." In the Hyde Park East Master Plan 2016, under the Goal of "Create a Healthy, Walkable Neighborhood," Objective 2 is "Promote continued pedestrian use and improve safety." Plan Cincinnati also recognizes the role that pedestrian safety plays in building vibrant communities. In the Initiative area CONNECT, the Plan calls for expanding options for non-automotive travel and emphasizes safe pedestrian design. Goal 2 -A of the LIVE initiative area states: Create a more livable community - Become more walkable.	Police
Hyde Park	Project 3: Expedite removal of illegal advertising benches. Advertising benches - usually poorly constructed of plywood and rough slats, often not well-maintained, and always bearing garish ads that stand in stark contrast to the attractive stores and well-kept businesses they stand in front of - have long been both an eyesore and a sore spot in Hyde Park, particularly in and around Hyde Park Square. Prolonged court cases prevented their removal for many years, but in Spring 2016 the City Planning Commission recommended, and City Council approved, new guidelines allowing advertising by transit agencies at public transit stops. To quote the March 25, 2016, Enquirer article by City Council member Amy Murray, "The plan going forward will allow only public transit agencies like SORTA to construct and maintain transit amenities that are safe, modern, and designed in a manner so as to provide a coordinated appearance citywide." This plan is great news for all of Cincinnati's neighborhoods - but any plan is only as good as its implementation, and that seems to be so far limited in Hyde Park. "Bus benches" still abound in and around Hyde Park Square, along Edwards Road, and in the Hyde Park East business district. We ask the City to take all allowable steps to expedite the removal of illegal advertising benches in the public right of way. This can be done at no cost to the City beyond staff time to send the notices. Similar to the process of removing dangerous vacant buildings or getting weedy, tall-grass lots cleared, the City will notify the companies that own the benches to remove them within a specified time span - and if the companies do not comply, the City will remove the benches and bill the companies the cost of the removal. While it is hard to estimate the cost of staff time and City resources, a form letter and established follow-up procedure should be sufficient for this task.	\$ 1,000	Advertising benches are in clear violation of the EQUAD that governs Hyde Park Square. Merchants and business owners have often complained that they are held to very high standards for architectural design, colors, signage, and more, while these benches proliferate without design restrictions. Significant City funds have been spent to create and update attractive streetscapes in Hyde Park, and the proceeds from the Hyde Park community parking lot have been largely used for beautification of Hyde Park Square. So much time, effort, and money - and then there are those benches... The 1983 Hyde Park Plan calls for enforcing the zoning code regarding billboards and sign benches, and the Hyde Park Square Neighborhood Business District plan, in the section Signage and Graphics, calls for a reduction of visual clutter, a strong identity for the Square, and coordination of color to add to "the texture and vitality of the shopper environment." In the Hyde Park East Master Plan 2016, under "Goal: Enhance the Built Environment" the first objective is "Streetscape Beautification." Plan Cincinnati, under the Initiative area "LIVE" advocates developing and maintaining inviting and engaging public spaces (Goal 1, Strategy 1-A) and creating a welcoming civic atmosphere (Goal 1, Strategy 1-B).	Department of Transportation and Engineering

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Hyde Park	Project 1: Restore the Historic Pillars in Hyde Park East. In the Master Plan 2016 for Hyde Park East (currently in development), these masonry pillars located at intersections along Erie Avenue are identified as a unique asset, dating back to the first development of the neighborhood. Attractive, historical artifacts can serve as the primary symbol for the neighborhood, will help establish a sense of place, and will foster a sense of neighborhood identity and pride in both the business and residential areas. To achieve Objective 4 of the Goal "Maximize Assets" in the Master Plan, and to improve the streetscape in the Hyde Park East neighborhood, Hyde Park requests City administrative and financial support to: 1) identify ownership of these pillars (perform a land survey if necessary to determine if the pillars are on public or private land); 2) secure maintenance easement rights in a public entity if the structures are found to be on private property; 3) make necessary repairs to restore the 5 existing pillars; 4) reconstruct 9 visually matching new pillars, so the original 14 pillars are once again in place. The cost estimate is based on \$500 average repair cost per existing pillar (\$2,500) and an estimated \$1,200 to reconstruct matching new pillars (\$10,800).	\$ 13,300	The project directly relates to the in-progress Master Plan 2016 for Hyde Park East, being developed by the HPE Steering Committee and the City of Cincinnati Department of City Planning; it is Objective 4 of the Goal "Maximize Assets." The project is also consistent with Plan Cincinnati: Initiative area COMPETE: Goal 1 - Foster a climate conducive to growth, investment, stability, and opportunity. A. "Grow our own" by focusing on retention, expansion, and relocation of existing businesses. Goal 2 - Cultivate our position as the most vibrant and healthiest part of our region. A. Target investment to geographic areas where there is already economic activity. Goal 3 - Become...recognized as a vibrant and unique city. A. Promote Cincinnati's lifestyle - including promoting historic and architecturally significant structures (p. 123). Initiative area LIVE: Goal 1 - Build a robust public life. B. Create a welcoming civic atmosphere. Goal 2 - Create a more livable community. B. Support and stabilize our neighborhoods.	Department of Transportation and Engineering
Lower Price Hill	Alternative conceptual designs for this connection. Alternative Site Plan A - new 12' wide pedestrian ramps, stairs, and bridge at the north-west corner of State and River Roads across both River Road and the rail lines. Access to the bike trail would be at the existing rail grade crossing. Alternative Site Plan B - new 12' wide pedestrian ramps, and bridge at the cul-de-sac at the end of Burns Street across River Road, the Elberon-Warsaw Rd ramps and the rail lines. Access to the bike trail would be at the existing rail grade crossing. Alternative Site Plan C - a pair of 24' wide tunnels, one under River Road, the other under the rail lines. Access to the bike trail would be between the two tunnels. The tunnels would serve as emergency vehicle access.	TBD	This area was originally planned as an industrial park as part of the Lower Price Hill Industrial Area Urban Renewal Plan. However, it was noted here that: "KKG raised the question of future development opportunities for the Hilltop Concrete site and noted the potential for the development of park land that might benefit the LPH neighborhood provided that pedestrian access could be safely accommodated." The property has since been rezoned RF-R Riverfront Recreational.	Department of Transportation and Engineering
Madisonville	Restoration and Improvement of the trail along Little Duck Creek in the Madisonville Nature Preserve. The Madisonville Community Council has been working to complete the Little Duck Creek Trail, which runs across the neighborhood from Bramble Park to the corner of Plainville and Madison. We have held 7 community engagement work days to create a more walkable pathway. We want to continue with the community engagement work. LDCT has also been added to the Cincinnati Connects plan for bike trails in the region as a result of community advocacy. We would like to City to assist with progress toward the 1976 initial plan for Little Duck Creek Trail as approved by the Cincinnati Planning Commission, including: Improvements of the walking path designed and built with with the idea of a future multi-use path; Removal of invasive plant species; Connection to Murray Road bike path; Wayfinding in Madisonville and along connecting bike paths. This is consistent with the 2007 Cincinnati Parks Master Plan.	TBD	Compete: Become recognized as a vibrant and unique city. Cincinnati's geology, forests, and water features make it a uniquely beautiful city. LDCT would be a one-of-a-kind ravine bike trail in the middle of an urban neighborhood. Connect. Develop a multi-modal transportation system that supports neighborhood vitality. A bike path along LDCT will provide a convenient way to get from the southern end of Madisonville to the revitalized NBD. Develop a regional transportation system. LDCT will connect with Wasson Way and the Little Miami Scenic Trail. Live. Build a robust public life. LDCT has been discussed as a spot for media programming, educational programming, and volunteer activities. Create a more livable community. LDCT provides recreational and learning opportunities for all ages. Provide a full spectrum of housing options. LDCT is within a quarter mile of single family homes, public housing, market rate apartments, and underdeveloped land. Sustain. Become a healthier Cincinnati. LDCT will help make Madisonville one of the largest walkable neighborhoods in the Midwest. Preserve our natural environment. LDCT is a magnet for wildlife as well as a huge public green space in the heart of an urban neighborhood. Collaborate. Work in synergy with the Cincinnati community. For decades, neighborhood volunteers have been responsible for upkeep of LDCT and will continue to do so in the future. Cooperate internally to improve service efficiency. The completion of a bike path on LDCT which links to the Murray Road Trail will result in more utilization of Bramble Park. This will reduce crime in Bramble Park and allow law enforcement to focus on other neighborhood priorities. Cooperate externally to improve service efficiency. Finishing a bike path on LDCT and connecting it to Wasson Way and Little Miami Trail will make Bramble Park a uniquely desirable location for events.	Department of Transportation and Engineering

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Madisonville	Improvements to the intersection of Bramble and Erie. Bramble and Erie is one of Madisonville's gateways, but it does not provide a good impression of Madisonville's values and character. There are broken and dirty plastic reflectors, bare concrete pedestrian islands, and no pedestrian crossing for Erie. The Madisonville Community Council would like the City to: Replace concrete pedestrian islands with planters Remove/replace/repair plastic reflectors Add a crosswalk across Erie The Madisonville Community Council Beautification Committee would like the concrete islands to be cut out so that they can be filled with a perennial garden, similar to the improvements on Gilbert Ave near the Baldwin Building and WCPO. The Beautification Committee would supplement this with its planters on the wide sidewalk. These improvements would create an attractive verdant gateway to Madisonville from Hyde Park East. It would also provide pedestrian access to The Children's Theatre of Cincinnati and the retail on Red Bank, knitting together the neighborhood.	\$ 20,000	Beautification of the Intersection of Erie and Bramble. Connect: Expand options for non-automotive travel. Improved pedestrian infrastructure at the corner of Bramble and Erie will encourage more people to walk to the businesses on Red Bank Expressway. The current infrastructure is unsightly and confusing. Compete: Strategically select areas for new growth. The current gateway is a stark contrast between Hyde Park and Madisonville, and reduces the desirability of the historic homes that surround it. Live: Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people. The confusing infrastructure discourages pedestrian uses at the corner of two major streets and separates the historic mansions on the west side of Erie from the apartments on the east side of Erie. Live: Create a welcoming civic atmosphere. The current infrastructure is an intimidating gateway to Madisonville. Live: Become more walkable. Improved pedestrian crossings will encourage people to walk to The Children's Theatre and the retail on Red Bank. Sustain: Create a healthy environment and reduce energy consumption. Improved pedestrian access to Red Bank will reduce the number of short car trips. Sustain: Protect our natural resources. Madisonville is a forest, and our old-growth trees are under constant threat from utilities and transportation projects. Giving Madisonville a true green gateway, rather than the current industrial utilitarian gateway, will help underscore the neighborhood's commitment to nature. Collaborate: Work in synergy with the Cincinnati community. Madisonville Community Council's Beautification Committee can use these planters to help teach gardening to youth, and develop bonds with volunteers in the neighborhood and the region.	Department of Transportation and Engineering
Madisonville	Improvements to security and public areas at Madisonville Recreation Center. There are currently no cameras at the Madisonville Recreation Center, and the Madisonville Youth Community Council has raised concerns about bullying. It's essential that our teenagers feel safe using the facility and they have stated that cameras would encourage them to use the facility more. The Youth Community Council has also stated that they would use the facility more often with improvements to the public gathering areas, such as: Adding a doorbell; More seating in public areas; Improved gathering area just north of the multipurpose room; Improved lighting on the field Bleachers at the field. These improvements can also serve as a vehicle for the Youth Community Council to communicate the programming that would appeal to the most young people. These improvements would be a valuable lesson in advocacy for tomorrow's community leaders.	\$ 77,000	Live: Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people. Everybody is welcome at the Rec Center, and improved security and public spaces will let everybody feel comfortable at the Rec Center. Live: Create a welcoming civic atmosphere. The Rec Center staff is welcoming, but there is not really any seating at the entrance. Live: Support and stabilize our neighborhoods. Increased youth involvement with structured programming at the Rec Center will build stronger bonds among young people. Sustain: Create a healthy environment. Reduction of bullying at the Rec Center creates a healthier environment both physically and emotionally. Collaborate: Work in synergy with the Cincinnati community. The Madisonville Youth Community Council will work with the Rec Center staff to increase the center's appeal to young people.	Recreation
Mount Adams	Structurally improve accessibility of all the stair corridors leading to and from the Mount Adams Community so as to provide integration of other communities to Mount Adams as well as to serve the community of the neighborhood.	\$ 150,000	It is consistent with The Plan by maintaining a unique corridor that serves the public of both Mount Adams and surrounding areas on a daily basis by making it a walkable community. This will continue to promote walking corridors for business and pleasure.	Department of Transportation and Engineering
Mount Adams	Rebuilding of the Elsinor steps from Elsinor Street to Ida Street.	\$ 150,000	This would be a corridor for the people of Mount Adams and integrates the community with other communities by providing accessibility with the Mount Adams.	Parks
Mount Adams	Re-development of core business district so as to provide a better integration between the business and entertainment area and residential area to improve the neighborhood as a whole.	\$ 300,000	The community Plan is to revitalize the core business district to upgrade clientele, business environment, security, and grow customer demographic base. This is a collaborative effort between Mount Adams Civic Association and Mount Adams Business Guild. The goal is provide an area based on the Denver, Colorado, Larimer Square District.	Economic and Community Development

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Mount Lookout	The goal of this CBR project is to initiate the process of transforming the Mt. Lookout Square center island into green space. The creation of this green space will help build and maintain an aesthetically attractive and pedestrian oriented community business district. The primary barrier to achieving this goal is the transfer of public parking from the center island to another acceptable location within proximity to the businesses on the square. To achieve this goal, the Mt. Lookout Community Council and Business Association have initiated negotiations to move the public parking from the square's center parking island to a privately owned lot behind the Redmoor Theater/CVS. As a result of our proposal, the square would not lose public parking spaces, in fact, our plan would result in a net gain of ~24 spaces. Please see the attached page for more detail. This CBR proposal is in agreement with the Mt. Lookout Urban Design Plan (1998, prepared by the City Planning Office of the Architecture and Urban Design) and would be a major boom to the Mt. Lookout Community, giving residents and visitors a new green space in the center of the Mt. Lookout business district from which to enjoy the square. In a recent survey of Mt. Lookout residents, 80% of respondents ranked the removal of center island parking and its transformation to green space as a top priority.	TBD	Transfer of parking out of the Mt. Lookout Square center island and its transformation into public green space has long been a goal of the Mt. Lookout Community and is outlined as such in the Mt. Lookout Urban Design Plan (1998, prepared by the City Planning Office of the Architecture and Urban Design). This Mt. Lookout Urban Design plan was officially adopted by the city as Ordinance No. 228 in 1998.	Department of Transportation and Engineering
Mount Lookout	Determine the feasibility of constructing an off street shared-use trail through Mt. Lookout to connect the Wasson Way Trail with existing Riverfront Trails. This trail would benefit not only the Mt. Lookout community, but would also positively impact neighboring communities such as Hyde Park, Columbia-Tusculum, Linwood, and Oakley. Informal discussions with additional East Side Community Councils (Hyde Park and Oakley) indicate that they are also strong advocates for the future creation of this trail. This proposal is in alignment with the 2010 Cincinnati Bicycle Transportation Plan; our proposed connector trail would support broad city-wide goals including enhanced public safety for city residents and visitors, opportunities for youth, healthy neighborhoods, and strengthening neighborhood economies. In a recent survey of Mt. Lookout residents, 70% of respondents ranked the creation of a Wasson Way-Riverfront Connector Trail as a top priority. Furthermore, greater than 90% of respondents from a 2010 Cincinnati Neighborhood Summit survey said that "creating a walkable and bikeable city is important to the future of Cincinnati". The budget requirements are expected to be \$20,000-\$30,000 for completion of an initial feasibility study by an outside consultant. These requested funds by this CBR would be used to fund a feasibility study to determine preferred routing, the availability of right-of-way, and construction cost of a Wasson Way-Riverfront Connector Trail.	\$ 30,000	The creation of an off-street shared-use trail connecting the Wasson Way Trail with existing Riverfront Trails is directly aligned with the goals of both Plan Cincinnati and the 2010 Cincinnati Bicycle Transportation Plan to promote connectivity and healthy neighborhoods.	Department of Transportation and Engineering
Mount Lookout	This project concerns repaving of streets in Mount Lookout. Street repaving runs on a 3 year cycle and streets in Mount Lookout were repaved in 2015. The next cycle for our neighborhood is scheduled for 2018. DOTE provided an alphabetized list of over 18 streets in our neighborhood in below average condition that could be considered for repaving in 2018. Arnold St. from Hayward Ave. to LeBlond Ave. Ault View Ave. from Observatory Ave. to Ault Woods Ln. Glenshire Ave. from Tweed Ave. to Earls Court View Hayward Ave. from Arnold St. to Principio Ave. Herlin Dr. from Lookout Dr. to the West Terminus Inglenook Pl. from Griest Ave. to the South Terminus Jerry Lane from Hardisty Ave. to the South Terminus Lookout Dr. from Herschel Ave. to the West Terminus Mannington Ave. from Tweed Ave. to Earls Court View Mowbray Lane from Van Dyke Dr. to the East Terminus Observatory Dr. from Observatory Ave. to the South Terminus Richwood Ave. from Arnold St. to the South Terminus Royal Pl. from Herschel Ave. to the West Terminus Russell Ave. from Archer Ave. to Leonard St Shattuck Ave. from Heekin Ave. to the East Terminus Van Dyke Ave. from Linwood Ave. to Mannington Ave. Vineyard Pl. from Stanley Ave. to Tusculum Ave. Wakefield Dr. from Tweed Ave. to Earls Court View Windisch Ave. from Tannehill Ln. to the West Terminus. DOTE recommended putting together a top ten list of streets that we would like to have prioritized for complete repaving in 2018. The top priority street would be listed as 1 and the 10th priority street as 10. After gathering residents' input and surveying most of the streets on the list we would like to make the following recommendation for repaving - 1) Jerry Lane from Hardisty Ave. to the South Terminus 2) Van Dyke Ave. from Linwood Ave. to Mannington Ave 3) Mowbray Lane from Van Dyke Dr. to the East Terminus 4) Royal Pl. from Herschel Ave. to the West Terminus 5) Richwood Ave. from Arnold St. to the South Terminus 6) Glenshire Ave. from Tweed Ave. to Earls Court View 7) Hayward Ave. from Arnold St. to Principio Ave 8) Inglenook Pl. from Griest Ave. to the South Terminus 9) Mannington Ave. from Tweed Ave. to Earls Court View 10) Lookout Dr. from Herschel Ave. to the West Terminus. Our preference would be for all below average streets to be repaved but in the event that trade-offs need to be made for budgetary or neighborhood fairness reasons, then please use the above prioritization as a recommendation to decide which streets should be repaired first. DOTE can provide cost estimates. Many of these streets are short in length so costs will be below average. Please note that many of these streets are either dead-end (no outlet) streets or streets without full sidewalks. Improving these streets will not only enhance the experience for drivers but also for pedestrians and children who may use the streets as "extended front yards" for which to congregate, play, or ride bicycles.	TBD	The requested project does not fit into a neighborhood plan. To the best of our knowledge the only neighborhood plan for Mount Lookout involves the square and business district at the intersection of Delta and Linwood. Street repaving is a basic city function. However, the project is consistent with Plan Cincinnati and addresses the "Sustain" vision by helping to "coordinate capital improvement spending" and the project gives recommendations to the City to "spend public funds strategically" by pinpointing which streets should be repaved. Additionally, because half of the streets listed are either no outlet streets or streets without complete sidewalks this project will contribute to the "Live" vision by "creating a more liable community". These streets are not only used for transportation and repaving will make these streets "more walkable." Additionally, these streets provide opportunities for neighbors to congregate in their "front yards" and offers the opportunity for children to use these streets for "extended play areas" for games and bicycle riding. Improving these streets will greatly enhance these opportunities and encourage more walking and interaction among neighbors.	Department of Transportation and Engineering

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Mount Washington	Transform Plaza Avenue into an attractive entrance to Stanbery Park. The 2007 Mount Washington Comprehensive Plan proposes that Plaza Avenue, an unimproved, one-way street running from Beechmont Avenue to Oxford Avenue, be made into a visible and pedestrian-friendly gateway into Stanbery Park. The impact of this idea was reaffirmed in April of this year, when DOTE presented the findings and resulting recommendations for further action from the Mount Washington Transportation and Land Use Study, conducted in connection with DOTE, the Department of Economic Development, and City architects. Though this project would involve cooperation from adjacent landowners in addition to City assistance, it would be progress mentioned both in the Mount Washington Comprehensive Plan and in Plan Cincinnati.	\$ 100,000	The study we are requesting is specifically listed among the recommendations resulting from the Mount Washington Transportation and Land Use Study, shared with the community by DOTE, in April of this year. The Transportation and Land Use Study was developed in coordination with the Department of Transportation and Engineering, the Department of Economic Development and the City Architect. Its conversion will create a welcoming atmosphere, promote Cincinnati's Parks and natural resources, and help to support and stabilize our neighborhood by encouraging more people to get out and enjoy the community. It will help implement Plan Cincinnati.	Department of Transportation and Engineering
Mount Washington	Gateway and Beautification at Morrow Street: Mount Washington is requesting that the corner of Mears, Morrow, and Beechmont be designated as a Gateway to the City of Cincinnati and the neighborhood of Mount Washington, and that this beautification effort extend along the North edge Morrow Street to Sutton to enhance the appearance and improve the safety of this area. The Northern edge of Morrow Street is where the safety of local vehicular and pedestrian traffic becomes an issue. We would like the City to permanently cut back the overgrowth of brush and replace it with, again, native and appropriate vegetation, requiring low -if any- maintenance. Currently the brush grows out into the sightlines of drivers racing down the hill on Morrow and puts the safety of all involved at risk.	\$ 20,000	Mount Washington is the point of entry for vehicular and pedestrian traffic coming from the East along Beechmont Avenue, and the triangle of land at this corner and adjacent to the Mount Washginton Cemetery is a perfect location to implement part of Plan Cincinnati's Vision of creating a welcoming atmosphere. We request that in this area be installed a modest 'Welcome to Mount Washington' sign, and finished with native and maintenance-free foliage. We have been in contact and have requested this beautification and safety enhancement with the support of DOTE.	Department of Transportation and Engineering
Mount Washington	Connecting Mount Washington to the Little Miami Scenic Trail: Mount Washington is requesting a study to examine the feasibility of constructing a 10'-12' wide multi-use path linking the proposed Little Miami Scenic Trail connection at Elstun Road southeast up Beechmont Avenue and into the Neighborhood Business District. It is Mount Washington's understanding that Great Parks of Hamilton County, Cincinnati DOTE, and Anderson Township are currently in the design phase of a bike and pedestrian bridge to connect the recently extended Little Miami Scenic Trail (LMST) over the Little Miami River at Beechmont Avenue to the Lunken Airport and Otto Armleder Park trails. Part of this project will include a trail connection around the SR 32 ramp that will connect near the southwest corner of Beechmont Avenue and Elstun Road. The LMST extends over 75 miles to Xenia and is part of the larger Ohio to Erie Trail connecting Cincinnati to Cleveland. In 2015, the LMST experienced an estimated 910,000 uses by pedestrians and cyclists.	\$ 50,000	As early as 2007, as noted in the Mount Washington Comprehensive Plan, this community has seen the value in connecting to this unique regional asset and creating a safe opportunity for pedestrians and cyclists to access the LMST from the Neighborhood Business District (NBD) and surrounding residential areas. Furthermore, we believe that this connection will capture regional bike and pedestrian tourism traffic and foster economic growth in the NBD. This falls beautifully in line with several of the goals relating to the Vision of Plan Cincinnati, including supporting inter-city and inter-community sustainable transportation initiatives, making our own community more walkable and welcoming, and encouraging new growth while protecting and embracing our natural resources. The study we are requesting is specifically listed among the recommendations resulting from the Mount Washington Transportation and Land Use Study, shared with the community by DOTE, in April 2016. The Transportation and Land Use Study was developed in coordination with the Department of Transportation and Engineering, the Department of Economic Development and the City Architect.	Department of Transportation and Engineering

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
North Avondale	Improve the walkways along Victory Parkway in the vicinity of Ledgewood Avenue and Dana Avenue. We are concerned by the rates of speed with which drivers frequently transition from Victory Parkway to Ledgewood Avenue, as well as the lack of sidewalks on Victory Parkway near that intersection. Pedestrians, including Xavier students, neighborhood residents and neighborhood visitors frequently use the grass on either side of Victory Parkway to walk between Dana Avenue and Ledgewood Avenue. Residents of Ledgewood Avenue, Winding Way, Lenox Place, and Avondale Avenue frequently cross Victory Parkway from Ledgewood to walk their dogs, exercise, and attend Xavier events alongside children and other family members. We also have a number of volunteers tending flower beds on the Dana Avenue triangle. While there are noticeably more walkways available to pedestrians near the Dana triangle than there are near Ledgewood, we would be interested to explore any options DOTE might propose that could help to ensure the continued safety of pedestrians in this area, and especially options that promote multi-modal transportation in our neighborhood!	TBD	Plan Cincinnati's Initiative area "SUSTAIN" calls for becoming a healthier Cincinnati while preserving our natural and built environment. "LIVE" calls for building a robust public life and creating a more livable community. "CONNECT" calls for developing an efficient multi-modal transportation system that supports neighborhood vitality and promotes economic vitality. "COMPETE" calls for fostering a climate conducive to growth, investment, stability, and opportunity. "COLLABORATE" calls for cooperation both internally and externally, to unite our communities and improve service efficiency while working in synergy with the Cincinnati community. While this request reflects several of Plan Cincinnati's visionary initiative areas, it also complements several current and ongoing projects within our neighborhood. NANA is deeply committed to improving the walkability, safety, and vitality of our neighborhood. We have already invested tens of thousands if not hundreds of thousands of public and private dollars toward improving the beauty and safety of our Neighborhood Business District by participating in the flower pot program, placing neighborhood banners on poles above Reading Road, addressing vacant and blighted properties within our NBD and without, and installing CPD surveillance cameras along Reading Road. The City of Cincinnati recently approved gap financing in the amount of \$750-thousand dollars to support development at Reading Road and Barry Lane, within our NBD, and we are presently reviewing plans to install a North Avondale gateway (signage) at the corner of Dana Avenue and Victory Parkway which is intended to help direct traffic to our NBD from Victory Parkway. We have also committed our support to a Xavier-led project that will plant an edible forest along Victory Parkway near to Dana and Ledgewood Avenues, which will be free to residents of North Avondale, Evanston, Avondale, and Norwood to sample and enjoy at their leisure, for educational, recreational, and health	Department of Transportation and Engineering
North Avondale	We would like to request that DOTE conduct a Safety Study along Clinton Springs Avenue in the vicinity of North Avondale Montessori and Recreation Center, as well as Reading Road between Clinton springs and Paddock. We have been concerned in recent years by traffic accidents along these roadways, because we have children, families, joggers, and other pedestrians walking to and from Rec Center and schools on a daily basis. Our neighborhood's largest city park and outdoor public space, Seasingood Square Park, is also located on Clinton Springs Avenue and Reading Road, attracting pedestrians and related multi-modal traffic to that area for outdoor recreation and social activities. We understand that Clinton Springs may be described as a "Class 4" through street or "collector", and that as many as 8-thousand or 9-thousand cars travel through the intersection of Clinton Springs Avenue and Mitchell Avenue every day. While the number of cars traveling past the school/rec center may be less, we anticipate the volume is still very high. But it is not the volume that concerns us as much as the speed and recklessness with which drivers appear to travel on that roadway. And so we would be interested to consider any safety measures or other options DOTE might propose after the conclusion of a Safety Study for Clinton Springs and Reading Road, as well as Mitchell Aves in our neighborhood.	TBD	Plan Cincinnati's Initiative area "SUSTAIN" calls for becoming a healthier Cincinnati while preserving our natural and built environment. "LIVE" calls for building a robust public life and creating a more livable community. "CONNECT" calls for developing an efficient multi-modal transportation system that supports neighborhood vitality and promotes economic vitality. "COMPETE" calls for fostering a climate conducive to growth, investment, stability, and opportunity. "COLLABORATE" calls for cooperation both internally and externally, to unite our communities and improve service efficiency while working in synergy with the Cincinnati community. While this request reflects several of Plan Cincinnati's visionary initiative areas, it also complements several current and ongoing projects within our neighborhood. NANA is deeply committed to improving the walkability, safety, and vitality of our neighborhood, and the North Avondale Montessori and Recreation Center is the location where the majority of our community council meetings are held. We have already invested tens of thousands if not hundreds of thousands of public and private dollars toward improving the beauty and safety of our Neighborhood Business District, which includes a portion of Clinton Springs Avenue where it meets Reading Road, by participating in the flower pot program, placing neighborhood banners on poles above Reading Road, addressing vacant and blighted properties within our NBD and without, and installing CPD surveillance cameras along Reading Road. The City of Cincinnati recently approved gap funding in the amount of \$750-thousand dollars to support development at intersection of Reading Road and Paddock, within our NBD, and we are working with the Land Bank to stabilize a vacant property at Reading Road and Lenox Place, also within our NBD, before its condition deteriorates beyond repair. It is our fervent hope that by investing in our neighborhood's existing assets and by bringing people together for events	Department of Transportation and Engineering

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
North Avondale	We would like to request that a Murdock Watering Box be installed near the northern side of Seasongood Square Park, within reach of the flower beds located at the corner of Clinton Springs Avenue and Reading Road. Many residents of our neighborhood regularly volunteer to maintain those flower beds, not only lending their physical labor to the tasks of weeding, planting, watering, and spreading mulch, but also purchasing or providing new plants at their own expense. Over the course of this most recent summer, keeping these flower beds properly fed and watered proved to be very difficult. The nearest Murdock Watering Box is located on the southern side of Seasongood Square Park, near N. Fred Shuttlesworth, roughly 500 feet away. The location of the existing Murdock Watering Box is convenient for watering sapling trees in the southern area of the park which were planted in recent years, and for that we are very grateful! We think a second Murdock Watering Box will help to ensure the longevity of our flower beds, as well, which are located on the opposite end of the park and easily visible from Reading Road and Clinton Springs Avenue.	\$ 12,000	Plan Cincinnati's Initiative area "SUSTAIN" calls for preserving our natural and built environment. "COMPETE" calls for cultivating our position as the most vibrant and economically healthiest part of our region, as well as becoming nationally recognized as a vibrant and unique city. "COLLABORATE" calls for cooperation both internally and externally, to unite our communities and improve service efficiency while working in synergy with the Cincinnati community. "LIVE" calls for building a robust public life and creating a more livable community. While this request reflects several of Plan Cincinnati's visionary initiative areas, it also complements several current and ongoing projects within our neighborhood. NANA has won recognition awards from Keep Cincinnati Beautiful for our ongoing efforts to beautify our neighborhood, year after year. We are deeply committed to reducing blight, picking up litter, caring for our greenspaces, and assisting both residents and business owners in the maintenance or improvement of their properties. We have also committed to improving the walkability, safety, and vitality of our Neighborhood Business District, in which Seasongood Square Park is located, by consistently supporting projects designed to directly and indirectly address these concerns. Our primary motivation for organizing placemaking activities, investing in Seasongood Square Park, and maintaining the flower beds at Clinton Springs Avenue and Reading Road can easily be described with Plan Cincinnati's own words for the initiative area "CONNECT" that is simply: to bring people together.	Parks
Northside	Pedestrian Safety / Vehicular Traffic Calming Measures - Please evaluate and implement stronger pedestrian safety measures within the Northside neighborhood. Our community has a long history of promoting the very pedestrian and walkable built environment that is a central part of our Northside neighborhood. Sadly, recent accidents involving pedestrians and bicyclists have reinforced our long-term calls for traffic calming and pedestrian safety measures to be implemented. In the interests of pedestrian safety, we would like the implementation of the following: 1. Enforcement of Traffic and Pedestrian Safety Laws: We would like to see existing traffic laws enforced at minimum of 6 hours per 2 weeks. We observe that the majority of Hamilton Avenue's and Northside's traffic is going faster than the posted 25mph speed limits. We see frequent disregard for pedestrian right-of-way at crosswalks. Enforcement of these laws would help improve pedestrian safety. 2. Improved Signage: Drivers need to be reminded of the reduced speeds in our business district. We would like to see street signage emphasize "Reduced Speed Ahead" as the speed drops from 35 to 25mph in gateway arteries into Northside. We would like to understand the feasibility of rumble strips to accompany the speed reduction signage as drivers enter the business district. We would like to install radar speed signs on both sides of Hamilton Avenue going north and south. In addition to slowing traffic, these signs now collect traffic flow data that can be used to improve enforcement and decision-making. We would like to install in-road "Stop for Pedestrians" signage at major crosswalks. 3. Pedestrian and Cyclist Safety Study: Northside has placed emphasis on walkability in our neighborhood planning efforts. It is our impression that planning and design of Hamilton Avenue has been auto-oriented, with a focus of moving cars as efficiently as possible. In the past we have requested a traffic calming study for Hamilton Avenue. Recognizing now that this frames the issue around vehicular travel, we would request the City conducts a study of ways to improve pedestrian and cyclist safety and connectivity in Northside. As part of this study, we ask that the Department of Transportation and Engineering's evaluation to include the safety impacts and traffic implications of: 1. Aligning Northside's evening rush hour parking restrictions (3-6PM) with those of our neighboring communities of Clifton and College Hill (4-6PM), and/or the implications of eliminating these restrictions altogether. 2. The use of left turn only lanes to improve the predictability of traffic during rush hour. METRO's transit hub, which will break ground in 2017, and will reroute bus traffic through Northside 3. Additional or repositioned pedestrian crosswalks based on actual foot traffic rather than improvement of vehicular traffic flow.	\$ 100,000	The requested project is consistent with Northside's Land Use Plan approved by Northside in 2014. The project is consistent with Plan Cincinnati's "Live" component, encouraging a more robust, walkable, safe, and clean Northside community.	Department of Transportation and Engineering

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Northside	Funding for additional police patrols in Northside to provide a more visible presence in the neighborhood. Consider installation of security cameras and other new equipment (i.e. ShotSpotter) to monitor trouble locations.	\$ 100,000	This is a public safety issue, completely consistent with Northside's "Clean & Safe" initiatives. This is wholly consistent with Plan Cincinnati's LIVE goals. We believe that more visible CPD patrols and programs will make the Northside neighborhood a safer place to live.	Police
Northside	Collaborative CRC/Northside-based 501(c)(3) Teen-Focused Programming at Northside's Cincinnati Recreation Commission's McKie Center. The Northside Community Council would like to secure funding for additional teen-focused programming at the Cincinnati Recreation Commission's McKie Center in the Northside neighborhood, with programs designed and implemented by both Cincinnati Recreation Commission and local not-for-profits, with a preference for Northside 501(c)(3) Not-for-Profit Organizations. Such programs are intended to keep Northside's McKie Center open longer hours for teens, with the offer of programming designed to keep our youth active and in a safe environment. A 4 hour per week teen program at the McKie would cost at the very minimum \$6500 on an annual basis. We would like to see several of these programs implemented to run concurrently.	\$ 50,000	The project is consistent with Northside's Land Use Plan approved by the Northside neighborhood in 2014. The project is also wholly consistent with Plan Cincinnati's LIVE Initiative, in promoting a welcoming, healthy robust, and livable public community.	Recreation
Oakley	Completion of Madison Road Streetscape Oakley is ready to complete the streetscape projected that was imagined in the 2000 Urban Renewal Plan and started in 2005. The gateway will act as a clear introduction to our business district and help cultivate Oakley's Eastern Business District. It will provide necessary measures to improve traffic and pedestrian safety. This part of Madison Rd is located in front the new MadTree Brewing location, Crossroads Church, Boulevard at Oakley Station apartments, and the MadMar Flats/Heritage apartments.	TBD	This project continues the Streetscape project that was starting in 2005. At that time, the OCC worked with the city to develop the Streetscape project. The third phase that we are discussing brings this project closer to the conclusion. We were awarded a \$30,000 NBDIP grant in 2015 to study the third phase and were awarded a \$210,000 NBDIP grant in 2016 to begin Phase 3.	Department of Transportation and Engineering
Oakley	The existing CRC community center no longer meets the needs of Oakley and the neighboring communities of Hyde Park and Mount Lookout from the time that the center was first opened in 1991 to now. There is a gap in service and amenities due to the tremendous growth and changing demographics of the area. This project would complete funding for a new recreation center in Oakley that would serve these three east side communities. Partial funding has already been secured with the CRC through the City's budget process, however a gap of \$2MM still remains. This project is supported by both Hyde Park Neighborhood Council and Mount Lookout Community Council, and they have communicated their support directly to the City Manager's office.	\$2.0 M	Oakley's growth has outpaced the amenities necessary to our continued health and success of both our residents and businesses. We need meeting space for our small businesses to compete and for residents to connect socially, collaborate and to innovate. We need adequate fitness space for our children, young professionals, adults and seniors to thrive and create a sustainably healthy community. A new recreation center will build upon the financial success of the existing and continue to generate revenue that can be used across the City so that all neighborhoods will be strengthened.	Recreation
Oakley	Comprehensive Neighborhood Plan Oakley has had several large scale plans introduced to the neighborhood. The rapid neighborhood growth has necessitated a more comprehensive neighborhood plan. As a Community Council, we are being spread thin in addressing a multitude of issues ranging from zoning and land use to traffic concerns and other transportation needs. We want our neighborhood to continue to thrive while holding events such as Oakley After Hours and our annual Daddy Daughter Dance. The Trustees of the OCC want to be proactive rather than reactive. We are consistently being asked for letters of support by developers with limited time to engage the residents and businesses of Oakley. We believe that this request is a critical component to our future success. This plan will give us needed guidance in working with developers of future projects in Oakley.	TBD	This proposal is needed because Oakley does not have a Comprehensive Neighborhood plan. We want it to be consistent with the goals and strategies of the city.	City Planning
Over-the-Rhine	Litter has been a public nuisance throughout Over the Rhine for decades. Our community recognizes this problem and wants to take action to address it, therefore we are requesting help to do this in multiple ways: - The Sheriff's department has had regular litter clean-up crews as a part of its Work Program in Over-the-Rhine for many years, which helped reduce litter while rehabilitating those incarcerated. Despite its ability to leverage cheap labor to beautify our city and also deter crime, it was recently a victim of funding cuts (before Keep Cincinnati Beautiful organized local foundations to reinstate a portion of it.) We ask that additional funding be devoted to this program in order to fully reinstate this program across our neighborhood. - The Ambassador Program does a great job in the southern half of OTR in picking up litter and beautifying the neighborhood. We request that additional funding be devoted toward it in order for it to cover a greater area, including Main Street and north of Liberty. - Street trash cans are important parts of keeping litter down in a walkable urban neighborhood like Over the Rhine. The street trash cans in OTR need more frequent servicing than other neighborhoods as well as higher numbers and closer spacing. We request that additional street cans be added throughout the neighborhood (especially in areas with the worst litter problems such as the northern parks that only have black open cans now) and that servicing of all street cans be more frequently collected.	TBD	Plan Cincinnati - Fulfills the "Sustain" goal of "Create a healthy environment" by improving the environment that our neighborhood children play in, while also helping to "Decrease mortality and chronic and acute diseases" by reducing the chances that vermin like rats and cockroaches, which carry diseases, will be bred in the streets next to our homes.	Public Services



NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Over-the-Rhine	Over-the-Rhine Comprehensive Parking Study & Strategic Parking Plan. Over the Rhine has benefitted from major redevelopment and revitalization during the past decade; however success can become a double-edged sword when parking then becomes an increasing issue. Currently, there is no city planning policy regarding parking in mixed-use neighborhoods like Over the Rhine. While there have been a couple of false starts regarding residential permit parking and reactionary remedies in segments of Pendleton, no one is looking holistically or comprehensively at current parking demand and supply and the future parking demand and supply as redevelopment continues. Yet those who know OTR know that its parking for residents, employees and visitors is becoming problematic. The Over the Rhine residents and businesses (through the OTR Community Council, OTR Brewery District, Corporation for Findlay Market, OTR Chamber, and various other organizations throughout the neighborhood) seek to comprehensively assess the current parking needs/demands, to project the future parking needs/demands after full redevelopment of the area, & to develop a strategic parking plan to proactively guide us as our neighborhood redevelops. We request funds to quantify the current on-street and off-street parking of the neighborhood, to quantify the current demands of existing businesses, visitors, and residents, to survey remaining infill and rehab opportunities, to estimate future parking demands and their nature/location, and to propose policies to manage future parking demand. These will include strategic planning of future structured parking, residential permit systems, parking meter practices, parking enforcement management, and any other methods. Both parking experts (preferably from outside of Cincinnati with experience in denser, mixed-use cities) as well as the community (through engagement charrettes similar to the engagement activities held concerning Liberty Street) would work together to set the final formalized strategy for parking in our neighborhood that can guide us going forward. Our goals are to minimize current parking problems and get ahead of future parking needs by creating a strategy to guide us. We need to continue to ensure adequate parking for residents, visitors, customers, & employees circulating to, from, and within our neighborhood by planning our future parking assets wisely in order to ensure that they work synergistically with public transit while minimizing the destruction of our limited historic building assets throughout OTR.	TBD	2013 Over-the-Rhine Brewery District Master Plan - Fulfills the "Parking & Placemaking" goals shown on Pages 64-67 that specifically call for a parking plan. 2002 Over-the-Rhine Comprehensive Plan - Fulfills a number of goals outlined in the plan focused around transportation, which seek to ensure circulation of pedestrians to, from and within OTR while maintaining a neighborhood scale and also increasing off-street and on-street parking opportunities without impacting the urban fabric or historic character of the neighborhood. Plan Cincinnati - Fulfills the "Compete" goal of fostering "a climate conducive to growth, investment, stability, and opportunity" by building "a streamlined and cohesive development process." The clarity and guidance that this strategic parking plan creates will help drive additional reinvestment and help streamline new growth around one cohesive parking system. It will also ensure that the "Connect" goal of creating "an efficient multi-modal transportation system that supports neighborhood vitality" is well balanced with needed parking and works symbolically with streetcars and buses as we create our multimodal transit system.	Department of Transportation and Engineering
Over-the-Rhine	Implementation of Liberty Street Improvements Study through Construction Funding DOTE has been working with the community over the past year to study safety improvements for Liberty Street in OTR and once selected we request funds to implement the final design and complete construction of the improvements. Liberty Street is currently a barrier for development that divides our walkable neighborhood into two halves. Its current seven-lane design is oversized and designed for an urban highway, which never happened. This outdated design prioritizes more cars, trucks, and buses than actually use the roadway, which is at the expense of pedestrians, bicyclists, and new development along this corridor. The current study is working to reduce the width of the street to increase safety for pedestrian crossings while regaining wasted land on the south side of the street for new economic development in our neighborhood. It is also important to note that two proposed developments along the south side of Liberty Street (One at Liberty/Walnut & another at Liberty/Race) may be negatively impacted and postponed without implementation of this narrowing of Liberty Street. More crucially, these improvements to Liberty Street will effectively reunite the southern half of OTR to the northern half and facilitate new development of residences and businesses within a fully walkable neighborhood as planned in both the OTR Comprehensive Plan and the OTR Brewery District Master Plan.	TBD	2013 Over-the-Rhine Brewery District Master Plan - Fulfills the "Complete Streets" goals shown on Pages 57-60 that specifically detail reducing the overbuilt scale of Liberty Street. This study/project is a direct result of this community plan. 2002 Over-the-Rhine Comprehensive Plan - Fulfills a number of goals outlined in the plan focused around encouraging more pedestrian friendly roadways and pathway networks through enhancing streetscape and pedestrian environments on Liberty Street by improving crosswalks and improving the overall Pedestrian Network to support a Walkable Community. Plan Cincinnati - Fulfills the "Connect" goal of "Develop a regional transportation system that promotes economic vitality." by using the "City's transportation network to help facilitate economic development opportunities." while also fulfilling the "Compete" goal to "become nationally and internationally recognized as a vibrant and unique city." by promoting Cincinnati's lifestyle. This has already started to happen nationally with OTR's unique walkability within a historically-scaled context, which this project will further reinforce and build on.	Department of Transportation and Engineering
Paddock Hills	Recommend southbound Paddock Rd to northbound Reading Rd left turn option, as well as an optional traffic light at Reading Rd & Asmann Ave for returning traffic, whereby cars would need safe southbound access to Reading from Asmann. The alteration of these intersections allows for safer and more accessible route to Norwood and Victory Parkway for city residents living west of Paddock Rd as well as the seemingly large amount of drivers seeking to avoid the busy Tennessee Ave, Reading Rd and Victory Parkway corridor. Current traffic lights and lanes at the Paddock/Reading Intersection prohibit the left turn, which encourages many drivers to travel through the quiet residential streets of Paddock Hills using Paddock Hills Ave to Paddock Hills Lane to Avon Drive then Sherman Ave into Norwood or Victory Parkway to Xavier. These streets are narrow, crowded with children playing, and are not supportive of excess traffic. Avon Dr. is functionally incompatible with two-way traffic forcing downhill drivers up and over curbs to allow for passage of uphill traffic.	TBD	Easing this traffic with alternative routes will reduce the incidence of two-way crowding on Avon Dr. and the potential safety hazards therein. Additionally, reduced traffic allows for safer play of children in the quiet neighborhood streets and improved quality of life for residents living on these connected streets.	Department of Transportation and Engineering

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Riverside	Remediate Hillside Ave (4300-4500 Hillside Ave.) for stabilization and repair of roadway surface. (ie: level roadway to eliminate dangerous dip and sloping of roadway)	TBD	Stabilization and continuous improvement of Hillside Ave has been an on-going effort with the community. Most recently the completion of installation of drainage along the North side of the street. Repairs now needed to renovation deteriorating roadway.	Department of Transportation and Engineering
Riverside	Remediate Hillside Ave (4000 Block Hillside Ave.) for stabilization and repair of roadway surface. (ie: level roadway to eliminate dangerous dip in road)	TBD	Stabilization and continuous improvement of Hillside Ave has been an on-going effort with the community. Most recently the completion of installation of drainage along the North side of the street. Repairs now needed to renovation deteriorating roadway.	Department of Transportation and Engineering
Riverside	Renovate the restrooms facilities at the Gilday Playfield to be current and ADA accessible.	TBD	A master plan has been developed for Gilday Recreation Complex and for Ohio Riverwest Biketrail. The restrooms are outdated and have not been renovated and are not ADA compliant.	Recreation
Sayler Park	#3 Sayler Park CBR Request 3 Project: Gateway - Enhance the concrete triangle median at the light from River Rd to turning onto Gracely Drive. The median is a bare concrete triangle with 3 white metal posts. This median used to have an ornate light post with a ceramic globe. The light post was removed and weeds grow around the concrete base. We would like a surface design (cobblestones edged with the curb) and replace the light post with a period light (like in the Pendleton area) that would relate to our historic turn of the century neighborhood and our newly designated Business District. New well designed signage that alerts drivers to the Sayler Park turnoff is also needed.	\$ 20,000	Sayler Park Relate to Neighborhood Plan and Plan Cincinnati: We are the Western Gateway to the City of Cincinnati and an aesthetic entrance would contribute to our unique sense of place and encourage growth and investment in our neighborhood and business district. We collaborate and partner with local businesses in beautification and care of green space and a beautiful entrance infers a vibrant and livable community for visitors and residents.	Department of Transportation and Engineering
Sayler Park	#2 Sayler Park CBR request 2 Project: Request for Pavilion covering for concrete stage in Nelson Sayler Park (Gracely & Monitor & Parkland). We hold a number of community and music events in the Nelson Sayler Park almost all year long. The Farmers Market, the Harvest Festival and the Sustain Festival along with occasional events by local groups and churches. We already have the concrete stage along with electric service so this request would be to complete the design with a pavilion that would enhance the park and the design would relate to our turn of the century homes of Sayler Park which is the Western Gateway to Cincinnati. Estimated cost - \$60,000 - \$80,000.	\$ 80,000	Cincinnati Park Board Relate to Neighborhood Plan and Plan Cincinnati: The Nelson Sayler Park preserves our history as a tribute to early settler and land owner Nelson Sayler and is a welcoming civic green space for all of Sayler Park and visitors. The 1974 tornado destroyed 52 trees and was a staging area for emergency efforts. The Park Board restored the park with flowering trees and multiple flower gardens and walking path. Care of gardens in the park is a collaborative effort between our residents, businesses, and the Cincinnati Park Board to keep the multiple gardens lush and free from weeds all spring, summer and fall. The park is a unifying and engaging public space that encourages interaction between diverse residents. The Nelson Sayler Park is key to our sense of place and adjoins our newly designated Sayler Park Business District and improvements to the park will enhance and contribute to investment opportunities.	Parks
Sayler Park	#1 Sayler Park CBR request 1 Project: A safe pedestrian crossing from Sayler Park to Fernbank Park across River Rd. without driving. We are a neighborhood of walkers, runners, bike riders, and families with strollers that want to get to Fernbank Park without driving. Sayler Park School children and at the community center walk to the park for field trips in the spring, fall and summer. It is a dangerous crossing that requires extra safety patrolmen. Events like the Kiwanis Car Show patrons park on the streets in Sayler Park and then dodge traffic to cross River Rd to attend the event. The Riverfront West Bike Trail will connect to Fernbank Park and should also include a safe way to visit the newly designated Sayler Park Business District.	\$ 1,000,000	Sayler Park CBR request 1 Relates to Plan Cincinnati: Initiative areas: Increases walkability and expands options for non-automotive travel. The park contributes to a robust public life and livable community. We have a solid collection of homes that new young families are buying and a new development that will connect to our existing sidewalks and newly designated Neighborhood Business District. Sayler Park is a vibrant and unique community and the Western Gateway to Cincinnati. Accessibility to parks are an economic boost to growth, investment, stability and opportunity and the ability to safely cross River Rd will enhance and sustain the goals of Plan Cincinnati.	Department of Transportation and Engineering
Sedamsville	Improvements to the center island at the corner of Fairbanks Ave. and Sedams Street in Sedamsville-road works. Sedamsville would appreciate some improvements to the center island including walking pavers being added. This is not only for the safety of foot-traffic but also for the safety of our school children who must walk here to catch the school bus.	\$ 10,000	This project relates to both the Sedamsville Community plan and the Cincinnati Community plan as it concerns the safety of our residents. Having pavers and improvements to this center island will improve the safety of pedestrian foot-traffic as well as for our children who wait for the school bus in this location. Having the pavers will provide a safe place for pedestrians to tread while crossing the street.	Department of Transportation and Engineering

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Sedamsville	Shelter House Improvements-Boldface Park. We would like some improvements and repairs made to the BoldFace park shelter house located on the corner of River Road (US Route 50) and Fairbanks Ave. in Sedamsville. 2018 will mark the 150th anniversary of the shelter house at Boldface Park. This is the place where Pete Rose learned to play baseball. The shelter house needs cleaning and maintenance which would include but is not limited to: Cleaning the stone work and regrouting where necessary Roof Improvement Repairing and replacing the bathrooms (this would be the #1 request-actual working bathrooms. They are there they just don't work) Repairing the stairs Cutting back weeds and overgrowth near the shelter to provide better safety.	\$ 5,000	The project relates to the Sedamsville Community plan as well as the City of Cincinnati's Community plan to preserve our historic culture while providing social and recreational activities for the community. This is also a Gateway location for the City itself. Preserving and beautifying the city and the Sedamsville community.	Recreation
Sedamsville	Spray Park - We would like to have a spray park installed at BoldFace park in Sedamsville for the area residents. During summer months there is no place for elderly, disabled, and children to cool down. BoldFace used to have a pool years ago but has been closed for many years. The area where the old pool was would be perfect for a spray closed down. The water pumping station located in Sedamsville on the corner of Fairbanks and River Road, closed recently. MSD owns the property but will be getting rid of it soon. This property would be a great alternate location if BoldFace cannot be done. Most of these homes are historical, built long before there was Air Conditioning. The wiring doesn't support AC units so having a place to cool down in the summer months is crucial for these at risk residents.	\$ 8,000	This fits in with both the Sedamsville Community plan and the Cincinnati Community plan as it will help develop Sedamsville as a place to reside and not just "drive-thru". It will help meet the community's requirements in recreation as well as boost the health and safety of vulnerable residents such as small children and the elderly. It would also develop land that would otherwise be unused.	Recreation
South Cumminsville	#3 Safety & Walkability Improvements: Sidewalks and crosswalks on Beekman between Hopple/Westwood Northern & Ethel Taylor and along Elmore industrial area; Curb repairs on Borden north of Elmore ; Curb extension/"bump out" to shorten intersection across Beekman @ Elmore ; Curb ramps on Elmore (@ Miller, Llewellyn, Follett) ; Ped crossing @ Elmore & Borden crosswalk & flashing caution lights ; Signage for Greenway Trail on Beekman Streetscaping/greening ; Improve lighting on Elmore and Beekman streets; Tree planting along Beekman & Elmore; Green buffers along I-74, on Roll Ave near Truckway Safety Enhancing Signage; Beekman (northbound approaching Dreman Ave): Sign to alert drivers approaching Dreman of cars parked in right/curb lane between Dreman & Elmore; Speed limit posted drivers exiting I-74 at Beekman & Elmore; Signs directing semi-trucks to use Dirr and Elmore intersection to and from Truckway site, avoid residential streets ; Stop sign at bottom of Faraday Road and speed bumps on Cass Avenue nr. Faraday Rd. to slow traffic onto Cass from Faraday	TBD	This project aligns with the South Cumminsville Community Improvement Plan, which recommends vegetative buffering to screen I-74 and enhance transition areas between residential and industrial zones. This would improve the appearance of the neighborhood while providing beneficial improvements to air quality and heat island affects. This project also follows strategic priorities set forth in the Beekman Street Corridor Revitalization Plan and incorporating recommendations made as a result of the Walkability Study conducted in 2013. These include street improvements to "ensure safety for children and other pedestrians and promote walkability in South Cumminsville," such as crosswalks, lighting, sidewalks, bike lanes, etc.; Improving access/linkages with surrounding neighborhoods; and improving the trailhead connection with the Mill Creek Greenway Trail. Plan Cincinnati's "Connect" goals and strategies prioritize the development of "efficient multi-modal transportation," emphasizing expanded "options for non-automotive travel. Plan Cincinnati's "Live" goals and strategies stress improving walkability as a key component of creating more livable communities.	Department of Transportation and Engineering
South Cumminsville	#2 Wayne Field improvements: Walking/fitness track along the perimeter of Wayne Field that is accessible to a variety of users, including seniors and people in wheelchairs, including good lighting and level walking surfaces. The community would also like to see a Spray Ground installed at Wayne Field. This project will develop a much-needed community space for safe walking, running and cycling. In addition to the Walking Trail, the community feels that installing a spray ground at Wayne Field will provide neighborhood children some relief from excessive heat in the summertime and provide an asset that encourages outdoor play and physically activity, especially in the increasingly hot summer months.	TBD	The project aligns with the South Cumminsville Community Plan and Beekman Street Corridor Plan to improve community greenspace and to provide safe, accessible places for pedestrians and cyclists. The walking/bike trail at Wayne aligns with the Mill Creek Greenway Master Plan, as it can be incorporated into a future West Fork Creek Greenway Trail, connecting the existing Mill Creek Greenway Trail to the Mount Airy Forest. The proposed Wayne Walking Trail is consistent with Plan Cincinnati's "Connect" Initiative to "bring people and places together" and "expand connectivity and facilities for pedestrians, bicyclists and transit users." Moreover, the project is consistent with its "Live" and "Sustain" goals and strategies, supporting a more walkable and livable community with engaging public spaces, and creating a healthy environment that supports opportunities for active and healthy habits that can help residents reduce chronic disease and illnesses. This is particularly important for South Cumminsville, which has been shown to have shorter life expectancy and higher rates of a number of chronic health issues, according to studies by the Cincinnati Health Department, Center for Closing the Health Gap, and most recently, health surveys completed as part of the City's Project "Cool It."	Recreation

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
South Cumminsville	#1 Vacant warehouse/industrial building re-use planning: Help identifying specific sites in the community, particularly along Beekman and Elmore, that are vacant and under-utilized which are available and could be redeveloped for useful purpose, including: Commercial or retail spaces that serve residents and visitors to the community, especially those that expand access to affordable fresh food. Create employment opportunities for residents, providing livable wages and benefits that allow families a path out of poverty and to become self-sufficient; Clean up and conversion of un-used industrial land and/or potential "brownfield" sites to additional greenspace. Assistance marketing sites for new development and identifying/recruiting potential partners, developers, and businesses. The community is particularly interested in industries that provide "green jobs" and do not create additional environmental and health burdens for nearby residents. Planning and other assistance to help the community assemble available parcels to prepare a "shovel ready" site. Residents have indicated that there are a number of manufacturing/industrial sites on Beekman St. near Ethel Taylor Elementary that appear to be vacant and possibly available for redevelopment. Also of note, Cooper Electric (on Elmore) will be expanding, moving from their current location to a larger building on Weber/Dreman Street. We understand that the Cooper Electric Elmore property will be available for lease or sale when the move is complete.	TBD	The project aligns with the South Cumminsville Community Plan "to support appropriate industrial redevelopment of underutilized "brownfield" sites within or near South Cumminsville." It is also a primary goal of the Beekman Street Corridor Revitalization Plan, particularly its economic development recommendations to "capture economic potential for the commercial corridor development in a historically disinvested neighborhood", to "clean up and assess potential brownfield sites", and to "market available commercial and industrial sites to appropriate end users". This project aligns with Plan Cincinnati's "Compete" goals and strategies to foster a climate conducive to growth, investment, stability and opportunity. We believe that the Beekman Corridor has the potential to be part of the emerging "advanced energy" cluster, identified as an opportunity area in Plan Cincinnati's "Compete" strategy.	City Planning
Spring Grove Village	Block Wall at North Edgewood Gulley. Request replacement of rusted fencing in front of gulley at 4670 North Edgewood with attractive block wall. For 30+ years this area has been a site for yard waste dumping but mostly it is an eyesore due to the old rusty fence line installed. It is a city street right-of-way that never was developed. We would like to see the blocks match the new block wall installed up and down Winton Road.	TBD	LIVE Goal 1, Strategy A: Develop and maintain inviting and engaging public spaces to encourage social interaction between different types of people. LIVE Goal 2, Strategy B: Support and stabilize our neighborhoods.	Department of Transportation and Engineering
Spring Grove Village	Neighborhood Plan. Request assistance from City Planning to partner with neighborhood residents, organizations and businesses to develop a forward looking plan for how we want to see our neighborhood develop. Historically, Spring Grove Village (formerly Winton Place) has had plans, though none have been visible or in use for the past 20+ years. With the potential for growth and development emerging, this would be a great time to draw our stakeholders together to develop a vision and plan for how we want the neighborhood to develop. Such a planning process will dovetail with other neighborhood engagement work we presently have underway.	TBD	LIVE Goal 2, Strategy B: Support and stabilize our neighborhoods.	City Planning
Spring Grove Village	Neighborhood Entrance Sign. Request one major gateway entrance sign for Spring Grove Village to be designed, constructed and installed at W Mitchell Ave & Millcreek. This is the primary entrance to our neighborhood and this area gets major traffic exiting onto Mitchell Ave off of I-75. This gateway hasn't had a neighborhood recognition sign in years! In recent years, this whole area was neglected, resulting in over-growth, homeless camping under the Millcreek Bridge and major panhandling at the I-75 Intersection. Since the reconstruction of I-75 has been completed, this area is barren and needs landscaping. This entrance sign will enhance the recognition of our beloved Spring Grove Village community.	TBD	LIVE Goal 2, Strategy B: Support and stabilize our neighborhoods. CONNECT Goal 1, Strategy B: Plan, design, and implement a safe and sustainable transportation system.	Department of Transportation and Engineering
Walnut Hills	New crosswalks at Lincoln/Gilbert and McMillan/Gilbert	TBD	This project intersects with our current Reinvestment Plan and is in line Plan Cincinnati. This will provide safer access for pedestrians as our community develops in the McMillan, Lincoln and Gilbert areas.	Department of Transportation and Engineering
Walnut Hills	Improved sidewalks/curbs on Morgan between Concord and Copelen. Improved sidewalks/curbs on Copelen between Morgan and McMillan	TBD	This project intersects with our current Reinvestment Plan and is in line Plan Cincinnati. This will provide safer access for pedestrians as our community develops. This is in the Southwest quadrant where the Port authority is currently investing in new and rehabbed housing.	Department of Transportation and Engineering
Walnut Hills	A stop sign on Altoona heading west at the Mathers/Altoona intersection.	TBD	This project intersects with our current Reinvestment Plan and is in line Plan Cincinnati. This will provide safer access for pedestrians as our community develops in the area of Altonna and Mathers	Department of Transportation and Engineering
West End	3. At Central Parkway and Ezzard Charles Drive, a strange parking garage/park hybrid wraps the north end of the NPR/WCET studios. This park features a shady amphitheater. But since it is not visible from the street, not many people know it's there, let alone actually utilize it. It should be redesigned to be more open to the street.	TBD	This request aligns with the City's Initiatives, Goals and Strategies: Live Goals and Strategies 1. Build a robust public life. A. Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people. B. Create a welcoming civic atmosphere. 2. Create a more livable community. A. Become more walkable. B. Support and stabilize our neighborhoods.	Parks

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
West End	2. Change Central Ave from one way north bound between Court Street and Ezzard Charles drive into two-way. a. Reconfigure Parks depot to allow Hopkins to extend to Central Ave. from John street	TBD	This request aligns with the City's Initiative, Goals and Strategies: Connect Goals and Strategies 1. Develop an efficient multi-modal transportation system that supports neighborhood vitality A. Expand options for non-automotive travel. B. Plan, design, and implement a safe and sustainable transportation system. and Live Goals and Strategies: Create a more livable community. A. Become more walkable. B. Support and stabilize our neighborhoods.	Department of Transportation and Engineering
West End	1. Make Linn Street more pedestrian friendly a. Center Island with grass trees b. Increase trees on both side of street c. Curb bump outs d. Angled parking on east side of Linn north of West Liberty.	TBD	This request aligns with the City's Initiatives, Goals and Strategies: Connect Goals and Strategies 1. Develop an efficient multi-modal transportation system that supports neighborhood vitality A. Expand options for non-automotive travel. B. Plan, design, and implement a safe and sustainable transportation system. and Live Goals and Strategies 1. Build a robust public life. A. Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people. B. Create a welcoming civic atmosphere. 2. Create a more livable community. A. Become more walkable. B. Support and stabilize our neighborhoods.	Department of Transportation and Engineering
Westwood	Installation of benches at high use bus stop locations. Westwood Civic Association advocated strongly for the removal of advertising benches throughout the neighborhood. Although we are pleased with the removal of the illegal benches, we value seating in the vicinity of high use bus stops and intersections. We request the purchase and placement of durable, steel-frame, graffiti-resistant benches at up to ten locations throughout the neighborhood, along heavily traveled streets at or near high use bus stops. There is significant arterial traffic congestion so benches at public transit stops offer one incentive for bus ridership. Benches are a public service and acknowledge the needs of the elderly, people with mobility challenges, parents with young children, and people burdened with shopping bags and other belongings while waiting for sometimes delayed or missed buses. We are familiar with the requirements of the revocable street privilege, Cincinnati Municipal Code Section 723-7, and design requirements and look forward to working with DOTE ROWM and the UDRB on the specifics. One business, LaRosa's, has offered to pay for a bench at a location on Boudinot at Glenhills Way because they value their employees who use public transportation. This may prove a successful model for public-private partnership under CMC 723-7.	\$ 8,000	We have worked with Law, DOTE, and Public Services on issues related to the removal of illegal advertising benches, and, through that process, have explored options for replacement, reviewed the Muni Code, the Right of Way Management, and the Revocable Street Privilege Conditions. We have reviewed other municipalities' standards and recommendations for benches for similar purposes. Plan Cincinnati Connect calls for expanded options for safe, accessible, and efficient non-automotive travel, expanded connectivity and facilities for pedestrians, bicyclists, and transit users, and a comprehensive transportation system that emphasizes public transit. We suggest that seating is a fundamental element of the environment the City seeks to provide to its citizens and users of public transit. Also, the goal of robust public life and inviting spaces includes the sort of bus stop so prevalent downtown and uptown now.	Department of Transportation and Engineering
Westwood	Street paving on Nicholson Ave. Residents of the second half of Nicholson Avenue have been requesting street repair and paving for months. They would like the City to take maintenance responsibility for the street. The developer did not build that portion of the road to code and, thus, it was to have been privately maintained. That is unrealistic for current property owners, given the state of disrepair. Current residents are in a very precarious position, with portions of the road unusable which results in the upper half of the street being congested with parked cars that would otherwise be parked by residents' homes. It seems a good will gesture to take management of the street in a split of responsibility with property owners. We also want to see significant curb and island weed remediation at Harrison & Boudinot and Harrison & Montana, including reconsideration of the paving materials in use at those locations. If Nicholson is not possible, we hope to see attention given these aforementioned intersections whether under CBR or otherwise.	\$ 46,000	Westwood seeks to provide a safe, accessible neighborhood and advocacy for its residents. The condition of Nicholson Ave. is deplorable and not at all the sort of environment that our neighbors deserve. Street rehabilitation is a core commitment of the city and consistent with the infrastructure improvements and roadway repair in Plan Cincinnati. We used private contractors' estimates as the basis for the cost listed on this CBR.	Department of Transportation and Engineering

NEIGHBORHOOD	DESCRIPTION	ESTIMATED_ COST	PLANS	DEPARTMENT_ ASSIGNED
Westwood	<p>Accessible drinking water fountains and restrooms at Ryan Park. We know that restrooms at Ryan Park are cost-prohibitive currently but it seems wrong not to ask. This is a facility used by families and children. With the addition of significant recreational equipment on-site and an intentional push to get more residents to use the park to drive up well-being and quality of life, restrooms are a logical and needed addition. Choices could include less expensive models like the Portland Loo. At the very least, public freeze-resistant drinking water fountains at a recreation center and park are an essential service. Water bottles are not environmentally sound and many people do not hydrate sufficiently. The availability of clean water at a facility intended to involve significant physical activity makes good sense and demonstrates a commitment to healthy activity. Public drinking fountains are far less prevalent than they once were, marking a dividing line between haves and have nots. A dog water bowl at the base is a desirable addition. We include the estimated cost for two drinking fountains, assuming access to city water on the site.</p>	\$ 8,000	<p>We spoke with CRC on several occasions about restroom facilities at Ryan Park but did not generate price estimates out of respect for the expense and the effort and funding by CRC with regard to the Hometown Huddle at Ryan Park. Water fountains are a reasonable request, a fraction of the cost of restrooms. The Plan Cincinnati recommendation: To increase the vibrancy of our residents and decrease instances of mortality and chronic disease in our neighborhoods, we will get people moving, reduce harmful environmental impacts, improve air and water quality, and ensure access to and education about healthy, and high quality food. Our long-range ambitions are to increase physical activity by providing a park or recreation area and eliminate food deserts by providing access to fresh produce within a half mile or 15 minute walk or transit ride from all residential areas.</p>	Recreation